

The Hongkong Telegraph

(ESTABLISHED 1881)



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LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

HUNGARIAN OFFICER ARRESTED IN SHANGHAI.

TRAVELLED ON EMPRESS-BOAT AS BRITISH PRIVATE.

Shanghai, December 16. A Hungarian Lieutenant who was taken off the Empress of Russia, attired as a British private, appeared at the Mixed Court on Wednesday on a charge of travelling on a British ship without a passport. He escaped from a Prison Camp in Siberia on October 28th, secured a British uniform, mingled with the soldiers, marched aboard the Montague and journeyed to Vancouver. An English officer gave him an order at Kamloops, but the Hungarian could not understand English. Investigations culminated in his deportation from Canada. He was arrested here.

BIG SHANGHAI FIRE.

MILLION DOLLARS DAMAGE.

Shanghai, December 17. A fire involving losses totalling a million dollars has swept the Arts and Crafts plant and the Siccawei Jesuit Mission Orphanage. The fire started before midnight and was under control by six o'clock this morning.

ACTION AGAINST STUDENTS' UNIONS.

Shanghai, December 16. The French Police have ordered the Students' Unions to vacate their premises before the 18th instant. Protest meetings and demonstrations are expected.

U.S. FLAGSHIP.

Shanghai, December 16. The U.S.S. South Dakota, with Admiral Greaves on board, is arriving here on Wednesday morning.

COLONEL GAIDA.

Shanghai, December 16. Colonel Gaida did not leave by the Empress boat. He and his party are booked by the Andre Lebon.

EARLIER SPECIAL TELEGRAM.

(From Our Own Correspondent.)

DUTCH EAST INDIES.

Singapore, December 16. A telegram from The Hague dated 10th December, states that the Minister for the Colonies has declared in the Second Chamber of the Dutch Parliament that he agrees with the Governor General's policy regarding the native movement in the Dutch East Indies.

TO-DAY'S CHINESE TELEGRAMS.

RUSSO-CHINESE TREATY.

Peking, December 17. Yeong Tsang-sun, Tschun of Sinkiang, has wired that the clause contained in the Sino-Russian Land Traffic Treaty, made in the 7th year of Kwong Hsu, is very impracticable, and as the Treaty will expire next year this clause must be cancelled in case a renewal is sought.

STUDENTS STILL ACTIVE.

Peking, December 16. The students are still parading and demonstrating in the streets and also searching for Japanese goods.

THE FOCHOW INCIDENT.

Peking, December 16. Li Han-kee, Tschun of Fukien, has reported that he has received the Japanese Special Commissioner whose attitude is very obstinate. Therefore the question should be settled in Peking between the Foreign Ministry and the Japanese Minister.

"TAMAR" DANCE.

LAST NIGHT'S FUNCTION.

Commodore and Mrs. Gurner gave a dance last night on the Tamar. There was a large gathering, as many as 350 persons responding to the invitations. H.E. Sir Edward Stubbs arrived at about 9.15, with his A.D.C. (Capt. McGrath) and his Private Secretary (Capt. Warner). Among those who were the guests were Sir William and Lady Rees Davies, H.E. Major-General Ventris and others. A musical programme preceded the dance, and was contributed by Messrs. Green and Anderson, and Miss Hewitt and Mrs. Hall. Mr. Anderson's light baritone was shown to advantage in the "Prologue to Pagliacchi." As an encore he gave "Elegie" (Massenet). Miss Hewitt sang the accompaniment of Mrs. J. Taylor "The Blind Ploughman" and "Fairy Pipes", while Mrs. Hall was exceedingly good in her imitations of a village concert. Her imitations of a Cockney music hall artist and the rendering of sentimental songs also created much amusement. Mr. Green, who is not quite such a finished baritone as Mr. Anderson, was particularly good in English ballad songs, and he sang "The Crown of the Year," "Tommy Lad," "Speed the Plough," and "Captain Mac" in a deep baritone. Mr. Anderson also sang "Tell Me Why" (Tchaikowsky). Mr. Kennett was the accompanist to all the singers, except Miss Hewitt. After music the decks were cleared and dancing was indulged in. The whole function was a great success. H.E. the Governor left at about a quarter to 11 o'clock. A local band played during the dances.

HONGKONG AND AVIATION.

WHEN SHALL WE FLY TO SHANGHAI?

SOME INTERESTING OPINIONS.

Developments in aviation during the war have opened up a great vista of the possibilities to which the aeroplane can be put. The idea of an aerial mail and passenger service naturally suggests itself to the mind first, by reason of the advantages accruing therefrom. The success attending the practical realisation of this idea in Europe and America has been everywhere greeted with enthusiasm; and not a few people in Hongkong are to-day wishing that the Colony would cast aside its well-worn cloak of conservatism and give expression to its importance as a commercial and tourist centre by having aeroplane services of its own.

There is admittedly a fascination in the suggestion which appeals to us all. We call up a vision of Hongkong of a few years hence, the rendezvous not only of marine ships but of airships as well. The dreamer sees our harbour crowded with shipping, while above the water, and over the City, planes come and go, doing a big business in the transportation of goods, mail and passengers.

THE POSTMASTER'S VIEWS.

The feasibility of the idea from a business point of view has not been fully realised by many people here. In order to ascertain the views of the postal authorities, a representative of the Telegraph first interviewed the Postmaster General, Mr. S. B. C. Ross, and put forward the suggestion of an aerial post for Hongkong. Whilst welcoming the suggestion, Mr. Ross is of opinion that it will not be a business proposition for the Post Office itself to purchase, equip and run its own aerial craft, inasmuch as the amount of mail would be such that it would not be a remunerative undertaking.

To explain more fully, the most likely route for an aerial service, from the traffic point of view, is between Hongkong and Shanghai. On this line there is an average of 2,000 letters sent to Shanghai per week, which makes the average weekly load for the aerial post about 56 lbs. The present postage on these letters, apart from registration, stands in the neighbourhood of \$80 weekly. These figures will show that the amount of mail matter would not by any means compensate the Post Office for the expenditure incurred in purchasing machines and in maintaining their personnel.

Mr. Ross, however, thinks that, providing the public are willing to pay an increased charge—say ten cents additional—for the letters intended for the quickest possible dispatch, private aviation concerns might find it sufficiently remunerative to take up the aerial mail as a subsidiary service in their operation of planes for passenger and commercial purposes. Such Companies would, in that case, profit to the full extent of the increased postage charge, the Post Office having no call on it other than the amount they charge for letters sent in the ordinary way.

Another item which Mr. Ross thinks will come under aerial mail service is the transmission of parcels containing such valuable articles as jewellery, dresses, silks, etc., which, besides realising valuable freightage, would take up little room—a factor to be considered in these early days of aerial developments. Another remunerative occupation which would be a great draw for the commercial plane would be the conveyance of samples.

The commercial worth of an aerial service for transmission of urgent communications is set out in the calculation that it costs, for example, \$15 to

send a telegram of 100 words to Shanghai. This realised more in the fact that a commercial telegram transmitted in the evening from here will not be delivered, or acted upon, at the receiving end in Shanghai, until the commencement of the business hours on the following morning. Within these hours a letter might be dispatched just as well by an aeroplane.

The transportation of passengers would, however, be the chief feature of an aerial service between these two points. The distance between Hongkong and the Northern port is about 800 miles, which can be easily covered by an aeroplane in less than eight hours. This would be a tremendous gain over travelling by steamer, which to the business man, to whom time is of consequence, would be a great advantage as it would enable him to quickly do business which requires personal attention. He could, for example, start from Hongkong at 10 p.m. after taking his dinner, and by the time the sun rises the next morning he would be in Shanghai in time for breakfast. He would have a whole day in which to comfortably transact his business before starting on the return trip the same evening. He could be back in the Colony again the following morning, after an absence of only 32 hours. It can thus be seen that he would not have lost a single hour of his business time.

A LOCAL FIRM'S ENTERPRISE.

Since writing the above, our representative has obtained information which shows that Hongkong is not the conservative place it would appear to be. Negotiations are being conducted by several interested people for the establishment of an air service, and amongst these were Messrs. Loxley and Company, who, it may be mentioned, are the local agents for the Handley Page aeroplanes. This enterprising firm, with the laudable object of inaugurating an aerial service between Hongkong and Shanghai, has got into communication with the Syndicate at Peking which recently acquired six big Handley Page machines from England.

The object is to secure one of these planes for Hongkong where its quality as a factor in business could be demonstrated with the view to interesting prospective supporters of the scheme. So if all goes well, it will not be long before Hongkong will have aerial communications of its own.

There are difficulties confronting the carrying out of this scheme which will have to be considered. An eight-hour non-stop flight between Hongkong and the Northern port is well within the bounds of possibility, but consideration will have to be given to the possibility of mishaps en route, and to provide for these, landing places are essential. Then there is the question of aerial termini in Hongkong and Shanghai. All these factors would necessitate negotiations with the Chinese Government which might be protracted by the fact that concerns other than Messrs. Loxley are contemplating entry into the field of aerial enterprise.

The Italian Consul here is reported to have been engaged in a similar scheme on behalf of his compatriots, but we learn that the scheme has fallen through on account of official sanction not being given. An Italian aviator was recently in the Colony in connection with this scheme.

The question of the Hongkong terminus for the Shanghai-Hongkong route is one which would necessitate negotiations with the Hongkong Government, though no difficulty is expected in this direction as there is ample scope for the construction of an aerodrome in the New Territories.

The practical realisation of the scheme will, in a large measure, depend on the reception it meets with by the Government concerned, but once this matter has been satisfactorily settled, there should be no further difficulties in the way of the success of the service once it is started. It is, of course, a financial question, but it is hoped that it will be met.

ESCAPED CONVICT CAUGHT.

ONE OF MONDAY'S GAOL-BREAKERS.

The Hongkong Police are to be congratulated on the very smart arrest they effected last evening, when one of the four men who broke loose from Victoria Gaol, following the murder of a European and an Indian warder, was apprehended.

It appears that at about seven o'clock last evening, Inspector Macdonald, who is in charge of No. 7 Police Station, received certain information, which was to the effect that one of the escaped convicts was in hiding on the hillside at the back of Tai Hang Village, Causeway Bay. Certain steps were then taken that would ensure the man coming down to the tram terminus at Causeway Bay, thinking that he was being aided to escape. In the meantime, Inspector Macdonald and Sergeant Clark, together with other police in plain clothes, had assembled in the vicinity of the tram terminus and when the unsuspecting convict approached to board a tram car, he was promptly arrested and conveyed to the Central Police Station. The man when arrested looked no other than any ordinary street coolie.

The man arrested proves to be Wong Kwong, who was undergoing a sentence of ten years' hard labour for burglary. He is about 5 feet 6 inches in height, and is of sallow complexion, with an oval face. He is about 31 years of age, and is a native of Chan Chun village, Shun Tak district.

The man will be duly charged before the Magistrate. A number of search parties have been sent out to trace the escaped convicts, and it is hoped that they will be brought fully run to earth. In all probability the escaped prisoners have not got out of the Colony, as soon after the murder the Police were hot on their trail, keeping a close look-out for them at the Railway Station and the different wharves.

We learn that the Police are offering rewards of \$200 for information that will lead to the arrest of any of the other three murderers. Descriptions and particulars will shortly be posted.

SHIPPING STRIKE BEGINS.

BOATS IDLE IN HONGKONG.

The shipping strike is now a definite happening. As we announced before, all notices had previously been sent out and as they have now expired without any satisfaction having been given to the men, the boats are lying idle in Hongkong and Shanghai as they reach those two ports.

This morning there were actually three boats in Hongkong affected, these being the s.s. Devawongse, s.s. Telemachus, and s.s. Phranang. The officers and engineers on these boats are on shore. As other boats come in, they will be left in a similar way and the same procedure will be adopted in Shanghai by the men who are on Shanghai articles. The number of boats at present in Shanghai has not yet been telegraphically learned.

Enquiries this morning brought out the fact that there are about eighty boats of varying tonnage which will become affected under the strike. We also learn that all the owners concerned, with the exception of those who are members of the Shipowners' Protection Association have expressed their consent to the dispute being settled by arbitration, but the Association named above has refused to arbitrate, up to the time of writing. The officers and engineers will be held in readiness to resume the running of the ships so soon as there is a unanimity on the part of all the owners to join in arbitration proceedings.

For our own part we think the Shipowners' Protection Association has taken this rather obstinate stand, as arbitration is obviously the fairest way of settling the matter. If, as they contend, they cannot afford to pay any increased scale, the Arbitration Board would discover that and pronounce accordingly. In the meantime, a large part of the Colony's trade is being put at a standstill and the effect of the strike will grow

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 54 3/4d.

WAR TROPHIES.

WHAT HONGKONG WILL RECEIVE.

The Colonial Secretary has informed us that a despatch has been received from the Secretary of State for the Colonies stating that the allocation of War Trophies allotted to Hongkong is as follows—1 heavy gun, 10 machine guns, 20 helmets, 2 German packs, 1 signal thrower, 4 wire cutters, 2 trench mortars.

DON'T FORGET.

TO-DAY.

City Hall.—Police Victory Ball—9.15 p.m.
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

FRIDAY, DECEMBER 19.

Pansy Day.—Street sale of pianos in the morning; Market Ball at Volunteer Headquarters at 9 p.m.

SATURDAY, DECEMBER 20.

Cabaret at Volunteer Headquarters for War Devastated France Fund—3 p.m. to midnight.

As the boats continue to arrive in Port.

The Guilds of the men concerned have made very complete arrangements for housing all the men who come on shore.

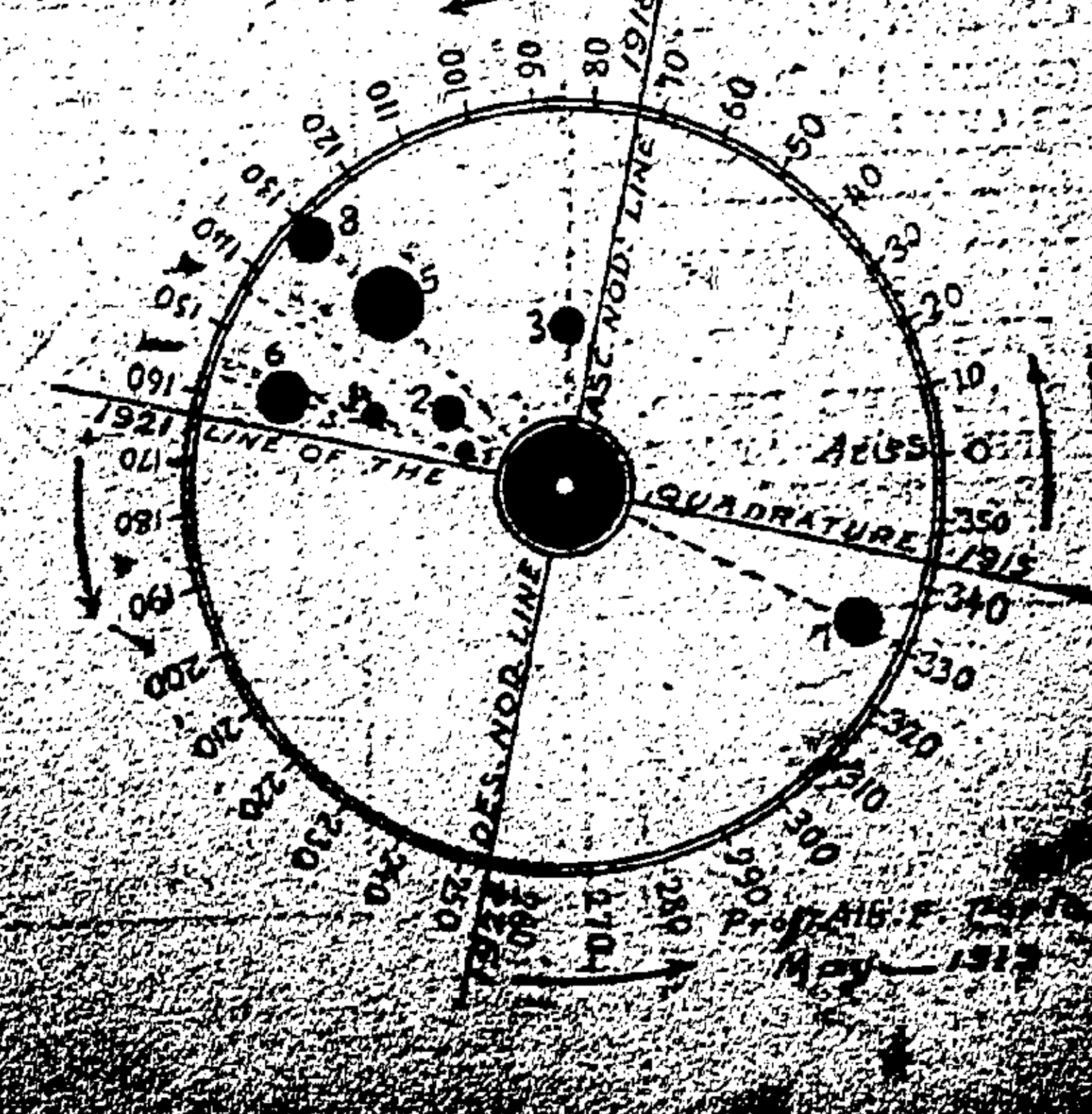
As we go to press, we learn that there are five river boats now in port which will not sail according to schedule. All the boats on the Xongmoon run will be affected by the strike.

GROUPING OF PLANETS AT 2 A.M. TO-MORROW (HONGKONG TIME).



Above is seen an artist's drawing showing how the planets will be grouped together at 2 a.m. to-morrow, December 18th (Hongkong time), all pulling jointly on the sun from a narrow arc of 33 degrees. This, according to Professor Porta, will cause the greatest sunspot in history.

To the right is a scientific drawing of the same event, by the same Professor. The numbers in both pictures indicate the planets as follows: 1, Mercury; 2, Venus; 3, Earth; 4, Mars; 5, Jupiter; 6, Saturn; 7, Uranus; 8, Neptune. The sun is shown at the center. The planets are arranged in a circular pattern around it. The diagram is labeled with the names of the planets and the sun.



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FROM THE PULPIT.

ESCAPING INTO
DIFFICULTY.

Notes of a sermon by the Rev.
J. Kirk Macdonald at Union
Church on Sunday morning.

"Most of our real difficulties
come from trying to avoid what
seems difficult." So it has been
said and the epigram contains at
any rate a great deal of truth.
The history in the 42nd chapter
of Jeremiah is an instance of
determining to escape from
difficulty by a course which would
only have led to greater trouble.
I take it as the Biblical basis of
our thoughts this morning, and
by way of special text will read
at Verse 13:—"If ye say, we will
not dwell in this land, neither
obey the voice of the Lord your
God, saying, No; but we will go
into the land of Egypt, where we
shall see no war, nor hear sound
of the trumpet, nor have hunger
of bread; and there will we
dwell. Then it shall come to
pass, that the sword which ye
feared shall overtake you there
in the land of Egypt, and the
famine whereof ye were afraid,
shall follow close after you
there in Egypt, and there shall
ye die."

These people were the rem-
nant left in Judea after
Nebuchadnezzar had overrun the
land and deported its treasures
and also much of its population.
They came to Jeremiah and
besought that he would pray for
them and enquire what was
God's will as to their future
course, pledging themselves sol-
emnly to act in accordance with
it. What they really wanted,
however, was not God's guidance,
as to what they should do but
God's authority for doing what
they had already made up their
minds to. This is very common,
everywhere and always. Per-
haps it is particularly so in what
is called national religion. I am
not casting a slur upon national
religion; I only wish we had
more of it of the right kind.
But I do not think it can
be disproved that national religion
is always, especially liable to this
particular form of unreality.
Communities of men desire the
favour of heaven upon their trade,
their treaties, their wars; and
just where the patriotism ends
and the religion begins, or which
of the two is leading con-
sideration, and how the two over-
lap and interlace are questions it
would puzzle the wisest to

Every nation that is or even
was betakes itself to its altars, be
those Jewish, pagan or Christian,
when emergencies arise. But can
it be honestly claimed that the
object is really to get light upon
its course? Is not the object
rather to justify the course, and
to win for it the support of the
Powers Above?

Do not class me as a cynic for
that suggestion. Tell me of cases
in which nations have ever been
turned from intended enterprises
by the prayers, sacrifices
and enquiring of the Lord about
them. Such cases are few, but
of the opposite there is a super-
abundance.

The identical danger besets,
of course, our individual lives.
The more you learn of the art of
prayer the more you understand
the subtlety of the danger.

We ask for light on our prob-
lems, but do we want it? Do
we always follow it when we get
it? Is our frequent reluctance to
follow it a revelation that what
we really wanted was leave to go
a way of our own?

The seer says that all our
religion is only a scheme to
clothe our inclinations with a
camouflage of piety. He is
wrong, but who that knows much
of his own heart does not at times
almost despair of its deceptions
in this very regard? Of all the
things we need to pray for we
need most a pure heart in our
very prayers.

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In this piece of history from old
Judea we see that there was, as
always, much to be said in favour
of the course to which the people
were inclined. They were war-
weary for one thing, always a
severe test. Their country had
been ill-guided and ill-governed
and now lay in the dust at the
feet of a conqueror. They were
poverished, depopulated, dis-
traught. Nebuchadnezzar had
appointed a Governor, one Ged-
aliah, who had gathered what was
left of the people around him, and
assured them that Babylon meant
well by the province and would
leave them in safety. But
treachery had broken out, led, as
so commonly in such cases, by a
member of the lately ruling
household. The Governor had
been assassinated, and though the
conspirators had fled the country
the remaining leaders feared the
anger of Nebuchadnezzar and
had assembled at a spot near
Bethlehem with the intention of
escaping into Egypt. This was
the juncture at which Jeremiah
was appealed to. "Pray for us,"
they besought him, unto the Lord
thy God, that the Lord thy God
may show us the way wherein
we may walk, and the thing that
we may do." The answer was that
if they would remain in the land
they would build it up again for
them; that they were not to be
afraid of the King of Babylon,
because God would favour them
and cause him to favour them.
If however they persisted in
fleeing into Egypt the sword and
famine from which they fled would
overtake them there.

It was the old alternative of the
noble or the expedient, the right
or the easy, the line of least
resistance or the path of faith and
duty. The tragedy of Jewish
history is that so often when con-
fronted by the choice Israel failed
to rise to the height of its destiny.
Such failure is always tragic.
It is the only real failure,
and it blights many a career
which seems to the world a
success. Suppose these people
had found in Egypt the safety and
plenty which they sought: what
made the discovery that there are
worse things than sword and
famine, that conscience can blow
louder alarms than the trumpet
of war and that whenever we be-
take ourselves to escape from our
difficulties no man can escape from
himself. No man with the soul
of a patriot can get any lasting
comfort from peace and plenty in
a foreign country when his native
land requires his service. These
people would only have been
deserters, and the deserter soon
becomes the most miserable as he
is the most despicable of men.
Did not many of us here during
those long and dreadful years of
war feel almost ashamed of our
peace and safety? It was hard
at times to resist the impulse to
rush off into the thick of things;
only the knowledge that we had
not come here to escape the war
and that we could do no good by
rushing into it restrained us. If
we had really been deserters if
we had really slunk away when
the deadly danger came on, to
escape the peril and privation—
well, we should soon have come
to know what hell is, with its
worm that does not die and its fire
which cannot be quenched.

Peace of mind is never to be
had by running away from duty,
and without peace of mind a man
soon finds out that fullness of
bread is a curse rather than a
blessing. The late war gives us
an obvious and striking class of
(Continued on Page 3.)

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FROM THE PULPIT.

(Continued from Page 2.)

illustration, but the principle holds in every other field. I suppose it is but natural we should seek to escape from difficulties, and sometimes no doubt it is wise and right. But often it is better to grapple with them, and always so if the escape would be at all a desertion. You may shrink from the moment, but shirking them does not alter them, and they have a way of pursuing the man or woman who runs away from them, reappearing in Egypt after you have got away from Palestine, and reappearing too in harder forms.

There seems no end to the disputes as to whether Shakespeare meant his Prince of Denmark to be taken as mad, but Hamlet was sane enough to see it might be better to endure the ills one has than fly to others which one knows not of. Suicide was increasing before the war, somewhat alarmingly. It is but a cowardly expedient for the most part, a desertion of the field in the face of troubles against which a true man ought to take arms. I knew a young man who took poison because he seemed to have got tired of things and had failed to get some post he had applied for. He was not at all of unsound mind, and had deliberately labelled the bottle "The Way Out."

Quite a common idea that seemed to be. Life ceased to interest one, so one took that way out. But is it the way out? It is certainly the way in for family and friends to a world of shame and sorrow, and can we believe that the coward who shirks the battle of life and leaves others to take up his share of the burden is permitted so mean and easy an exit from his duty? I cannot believe it, anyhow.

The war came along, and while the war, alas, distorted many things it did in other respects bring back some sense of proportion. Faced by serious and critical dangers, people forgot about the smaller troubles they had brooded over and magnified. Opposed by real difficulties, they stopped worrying about many which were minor or imaginary. A sword believed to be hanging over one's head is more nerve-racking than one in the actual hand of an enemy.

These Jews of Jeremiah's time would very likely have quit them like men had Babylon actually attacked them, but what turned their hearts to water was the looming apprehension of invasion yet to come. The difficulties we take wrong ways of escaping from are often unreal, almost always exaggerated. I saw lately that a certain old and famous man had declared that his chief troubles in the course of life had been those which never happened. One need not be famous to confirm the observation, but perhaps one does need to have lived a fairly long time. Many a sleepless night is spent over those troubles which never happen, and many a surrender made to the foe who never materialises. We make concessions to the expedient, the ignoble, we content ourselves with the second best; we turn and flee instead of keeping our ground for God, and all in the retrospect is seen to have been so unnecessary. The ills we thought to have warded off never would have come to pass, and even if they had they would have been less than those which we thought to avoid them resulted in.

but it is the land of the taskmaster when you get there. At the root of this tendency to take wrong ways out of difficulty there lies, if you look into the matter, a fundamental distrust of the right. The right, according to the wisdom of this world, is all very well, but one cannot expect it always to work in practice. Such is the devil's most hoary and effective lie. We have just fought a costly war to prove that right stands above might. We do most of us believe that, when it comes to the point in affairs of nations. Yet we go on acting as if the right needed to be supplemented by our cleverness; we resort to mean expedients, lay plans we are secretly ashamed of because our confidence in simple, single-minded duty is not robust enough to stand the strain. The straight thing by itself is "not good enough" for us, or too good as would be confessed with a bow to piety. It may be right but it seems not quite safe; we have got to be prudent in a world like this, and so the vote is cast for Egypt.

This world goes wrong because it distrusts the right and will always be adding to it or subtracting from it, altering, amending, moving the previous question or letting it lie on the table inside the covers of the Bible. People in their hearts are afraid of what will happen to them if they simply keep to the straight line. They foresee this difficulty and the other, but what will befall if they depart from the straight line is feared by few, for it is a step farther away and few have the foresight to look beyond the moment. So intercourse becomes a diplomacy, tact takes the place of truth, we breathe an atmosphere of finesse and act by shifting devices, as if God had never created clean sunshine and wholesome air and truth were not to be trusted. At length, when things have got quite too badly tangled, there comes some catastrophe, such as the late war, to show what we have been heading for: the people who make a speciality of sneering at what they call copybook morals are put to silence for the space of half an hour, and we must hope some small part of the age-long lesson mankind is spelling out so painfully has got home.

What I have been speaking about as distrust of right the Bible calls unbelief, which of course is the proper description. The human heart is slow to trust; God, and must needs be helping Him out with its shortcuts which prove to be so roundabout, and its worldly wisdom which is so remarkably foolish. The prophetic idiom for it all is going down to Egypt for help instead of looking up to Jehovah. In Christian terms we have the Master's frequent remonstrance, "O ye of little faith!"

That is one of the things our Saviour marvelled about. Why were men so slow, so reluctant to believe in God; so hesitant and unadventurous about committing their ways to Him? Why should they deny themselves the tremendous advantage of just doing His will, leaving the consequences to Him, and living care-free and conscience-clear as His children?

That is indeed a strange thing when one looks into it; yet there is enough of it in Christendom and in most of us Christians to bring discredit on the Name. So accustomed are we to this unchristian temper that we rarely recognise the sinfulness of it.



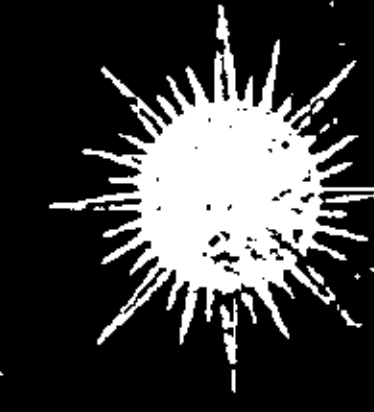
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But sinful it really is,—more than just a human weakness, it is a stark disloyalty of which to be ashamed. Care and fear are the black bogeys of this world and if they hold our hearts it is impossible that the peace of God can rule in them, as it should. So far as Christianity has been made a failure it is chiefly because we let our Christianity become so mere, so precautionary and are so fond of helping it out with inferior principles. We seem always afraid of what is going to happen if we take Christ at His word, and very little apprehensive of the deadly results of the half-heartedness and reservations with what His yoke is for the most part accepted and His truth applied. We are afraid of the wrong things—afraid of what man can do to us, of the

THE FLORA DANCE.

A SPELL OF MAGIC MADNESS.

The heat had gone, and in the heavy twilight of an October day the silences of the evening hours were only broken by the twang of guats and hum of beetles.

The streets of the quaint little Cornish village were deadly quiet—life seemed to pass sluggishly, soberly, uneventfully. From the church tower there chimed the notes of another fled hour; the clock struck eight resonant notes; and then silence and peace again.

Suddenly, however, through the silence and the darkness there came a little crowd of people. The quiet street was filled with living shadows, while, without warning, fife and drums broke into a weird and haunting measure. There was one phrase in the music, and it was repeated endlessly; yet it seemed to set the pulse a-dancing. It was a lit of the shadows—haunting, arresting, pulsing.

Up the street moved the tiny band—a band whose players were old, bearded men, young, irresponsible boys. In its wake the darkness began to break and toss with quickly moving figures.

Across the music could be heard the quick snatch of dancing feet. In the semi-darkness could be seen couples passing and re-passing.

A cottage door opened. A tired-looking woman appeared in its frame of light. For two steps she was alone, but with the third an unknown partner had joined her, and in the shaft of light from her cottage door there was revealed a face that was less careworn, a face lit with the spirit of the dance. A second later she gained a new partner, and in the wake of the band she danced.

Up and down the street band and dancers went—fresh dancers joined in; others retired. Darkness settled on the street, but there was still the voice of the fife and the thump of the drums. And then silence again.

But the band returned and the dancers followed. The cottage door re-opened and again a weary woman forgot her weariness. So the night passed by, and the Cornish flora dance, centuries old, brought an interlude of magic madness into lives that have been so much of such things.—In the Daily Chronicle.

SWATOW'S TRADE.

THE VIEWS OF A MERCHANT.

Kua Eng Lee, who recently arrived in Manila from Swatow, to establish a branch office of the Swatow Drawn Work company in commenting on the home industries of the Chinese in the Swatow and Canton districts said: "Practically all the articles that are exported from Swatow are made in the homes of the residents of the city. The names and values of the principal exports are drawn work, \$115,000; assorted jams, \$5,000; grass cloth, \$350,000; chinaware, \$100,000; cow hides, \$200,000; eggs, \$50,000; fresh fruits, \$2,000; fish lace, \$50,000, and several other articles suitable for use in China.

It is gratifying to note that the Chinese people have been a grand success along this line and that the young people are as highly efficient as their elders. Every man, woman and child in the district works hard and long because they know that honest labour produces telling results. A large majority of these people become prosperous and successful merchants later in life. They are a great credit to themselves and the republic of China. I am of the opinion that the Philippine people can achieve the same results in pottery, basketry, carving, drawn work, just and pins textiles. A little capital and labour is all that is needed. The Philippines are rich in natural resources.

It might be interesting to note that Canton exports raw silk valued at \$2,000,000, grass cloth at \$400,000, silk crepe at \$500,000, feathers at \$25,000, ivory at \$100,000, camphorated oil at \$500,000, jade stones at \$2,000,000, palm fans at \$54,000 and chinaware at \$150,000. Canton now has 75 such factories that can turn out \$125,000 worth of goods a year. Ginger exports have now reached \$1,000,000. The United States and England are our biggest buyers and best friends at this time. We admire and appreciate the Americans for their thrift and energy as well as their humanitarian spirit.

He stated further that the Philippines in the south and south-west provinces of China are largely interested in the development of the natural resources of the country. He said that the Philippines are rich in natural resources and that the Chinese people are highly efficient and hard working.

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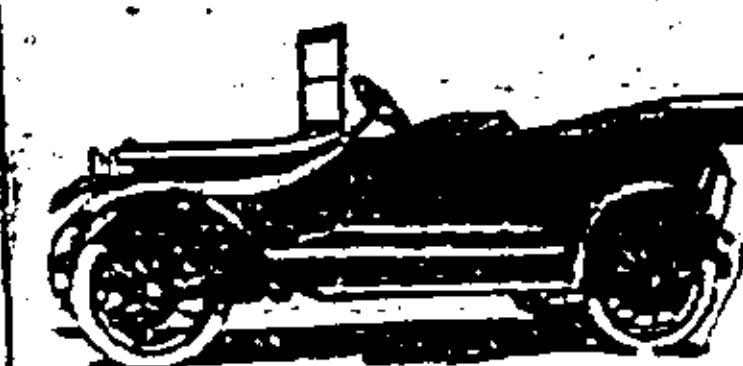
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DEATH.

BALEAN—At Brighton, on 12th December, Sarah, aged 80—beloved mother of H. and A. Balaan (by cable).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DECEMBER 17, 1919.

REMOVING A BARRIER.

The successful conclusion by Lieutenant Ross Smith of the flight from England to Australia has very justifiably brought forth a budget of world-wide comment, for it marks a practical development in the conquest of the air that is of undoubted significance. But a few years ago it would have been possible, especially under such circumstances. Without practically any organisation or preparation at all, one machine has been safely piloted from the centre of the Empire to its uttermost limit—a distance approximating to half way round the world, and over tracts of sea and country that were full of dangers to any aeronaut. The previous flights across the Atlantic and the American continent fully established the modern aeroplane as a safe carrying agency of wonderful potentiality, and this latest success by Lieut. Ross Smith is a conclusive confirmation of it.

One must not look at the fact that the flight took over three weeks to accomplish. The point to notice is that the actual flying time was but 124 hours and the average speed seventy-five miles an hour. The fact that it took over three weeks is entirely due to the circumstances under which the flight was made. If at every stopping place the aviator had found a properly equipped establishment for supplying him with all that was required; new machines; spares; in fact a complete chain of aero stations, the time taken would have been very materially less. In addition to a long flight it was a struggle against conditions, and if those adverse conditions were removed, then flight to Australia would be a possible thing for the majority of aviators. The establishment of a chain of permanent stations so that the journey could be done by relays of aviators and machines, would very easily bring Australia within a week of London. And it is this fact that has very rightly been drawn attention to by the journals at home, because it spells for the world the doing away of the disability of distance. These are very early days for aviation as known by the heavier-than-air machines, and, if in so short a space of time since their first appearance and now, such flights as we are now witnessing are possible, it takes but very little imagination to conjure up the days when aerial travel will be as common to all parts of the world as railways are now. But there is a great amount of work to be done first. Dealing only with the British Empire, one sees that in all the Empire's possessions there has to be set up a great system of air stations, constituting stopping places, where pilots and machines can be changed, where the passengers or mail can be transferred from one machine to another and immediately carried on to the next stage—in short there will have to be inaugurated a complete network of airways, fully and efficiently equipped. To some people, who look at the things of to-day only, that picture may seem a great way off, but one can confidently assert that in the next ten years or less there will scarcely be a spot on the earth to which one will not be able to travel by air, if so desired. And in this great coming development the British Empire has to take its place. There is already talk of securing the supremacy of the air, but in the ordinary acceptance of that phrase we are not very keenly concerned. The object to strive for is that Britain, with its vast dependencies and Colonies, should be more closely and effectively bound together by a girdle of air routes.

The fact that Australia was reached is not, after all, the chief value of the flight under notice. It is that four continents were bridged and that each stage of the journey might be developed into a self-supporting link in a great chain. Extend the idea to all the countries of the world and one at once sees with what ease it will be that the great handicap of distance will be removed from the peoples of the earth. By distance nations now seem isolated and it is that isolation that has in great measure been the cause of so much past misunderstanding. Peoples are strangers and no-one likes strangers at first sight. When an Englishman can visit Poland or Italy with as much ease and in as short a time as he can now travel from London to Newcastle, he will have gone a great way to feeling less a stranger. And so the process will inevitably go on. With the development of quick travel and the consequent free intermingling of the world's peoples, misunderstanding and prejudices will vanish. The English only fought the Scots because they did not know them—because they were strangers from the north with mysterious differences in manner. It is the breaking down of territorial barriers that gives aviation its greatest value, and because aviation has such a value the British Empire must see that it takes its proper share in the development of it. There are many factors in aviation; it is heralding a new era; and there must be no short-sighted reticence or parsimony displayed in the treatment of it.

NOTES & COMMENTS.

THE GAOL SENSATION.

When one hears of tragedies such as that which has just occurred at the Victoria Gaol, resulting in the death of two warders, the natural inclination is to raise the question whether all possible precautions for the prevention of such dire happenings are taken. So long as that attitude is taken up, not in any carping spirit, but with an obvious desire to offer useful suggestions, nobody can complain. We can quite understand the possibility of convicts getting possession of, and secreting, crudely-made instruments with which to aid them in their escape. Such things happen in the best regulated gaols in the world. It might not be such an extraordinary difficult matter, either, for Chinese prisoners to get hold of sufficient clothing to replace their prison garments, for a Chinese does not need any thing much more than a pair of trousers and a singlet to be considered sufficiently fully dressed not to arouse suspicion. But what of precautions against an outbreak of this character? Are the present arrangements adequate? In this case, the ringleader is said to have secured his freedom by cutting through the wooden door of his cell and thus getting at the lock. If wooden doors are necessary, could they not be protected on the inside by, say, a steel gate to each cell? Then, also, it would seem eminently advisable that all warders, whether Europeans or Indians, should be armed whilst on duty. Their business is to prevent escapes and tragic outbreaks of the nature just recorded. Surely they would be all the better fitted for their tasks if they carried arms. These are important points, and we trust that they will be considered as being so means by which experience may be gained from this grim tragedy.

WAR TROPHIES.

We are gratified to know that Hongkong is to be remembered in the distribution of trophies of war seized from the Germans. At Home, even the smallest towns are being presented with mementoes of this kind. They are also receiving many of them, British tanks which have "done the trick" of the enemies of civilisation. Some small-minded people at Home, we notice, have been objecting to the display of German guns; on the ground that they want "nothing Hunnish" in their midst. But that is a poor reason to advance why our people should not be reminded of the defeat of the Germans by the display of war material which our gallant men captured from them. That is what these guns and other war implements are for—they will be a lasting remembrance, not of the losses which some of them inflicted on our troops, but of the complete defeat of those who were forced to give them up. In a place like Hongkong, with its big native population, it is well that we should have some tangible evidences of the Allied victory. On the Chinese mind, the sight of such trophies will make a lasting impression. Incidentally, might not some effort be made to get a British tank as well?

THE SHANTUNG QUESTION.

In the interview which we had with Captain Yamamoto, one of the Japanese delegates to the Peace Conference, we could get very little out of him regarding the Shantung question. Captain Yamamoto seemed to think it rather a pity that so much trouble had arisen over this issue. But, after all, whose fault is that but Japan's? If the Japanese Government had not temporised so much on the matter but had handed back the territory instead of constantly talking about its intention to do so, things would have been straightened out long since. Or even if negotiations had begun immediately the Armistice was signed, Japan would have appeared in a far more favourable light. We have never doubted Japan's intentions to return the territory to China—on conditions. But there's the rub. What will those conditions be? It is very nice for Captain Yamamoto to say that the best method of arriving at a solution of the issue is for an amicable conference to be held between the two nations, without interference from other Powers, but the "amicability" of the conference would necessarily depend on the attitude taken up by Japan when the gathering is convened. There has been quite enough quibbling on this matter. It is high time Japan disclosed her hand.

DAY BY DAY.

THE MORE YOU ARE TALKED ABOUT THE LESS POWERFUL YOU ARE.

F. M. S. Hawkins is expected back in Hongkong on February 1st.

The only case of communicable disease notified yesterday was one non-fatal occurrence of cerebro-spinal fever.

Readers are reminded of the children's lantern lecture, "From London to Weihaiwei," to be given at 5.30 p.m. to-morrow by Mrs. F. C. Hall at the Helena May Institute.

The master of s.s. Chibbi reports that at 3 p.m. on the 3th instant in latitude 27.33 N., longitude 121.24 E., he passed a small half-submerged junk dismasted. There were no signs of life.

We are asked to state that the pannels, collecting tins and baskets for Pansy Day will be given out at the City Hall to-morrow (Thursday) between noon and one o'clock and from 2.30 to 4 p.m.

It looks as if there will be difficulty in filling the vacancy on the Licensing Board caused by the resignation of Mr. Shelton Hooper. The Justices of the Peace were asked to elect one of their number, and nominations close at 4 p.m. to-day. Up to 3 o'clock no nominations were forthcoming.

Hongkong friends of Mr. R. C. Faithfull, formerly a well-known solicitor here, will be pleased to learn that he was recently appointed as Police Legal Adviser and Legal Assistant to the Secretariat of the Shanghai Municipal Council, under a three years' agreement. In a letter to a friend Mr. Faithfull reports himself as being in extremely good health.

The last of the tea dancers before Christmas is to take place at the Hongkong Hotel to-morrow, when the Misses Woods will again appear. The public will be interested to learn that these talented entertainers have been engaged for the three Christmas dances at the Hotel (on the 24th, 25th and 26th instants). This should prove an additional attraction.

A Chinese passenger of the s.s. Quinnebaug was yesterday caught by the Police with 47 taels of prepared opium and dross. The drug was concealed in medicinal pills and various tins. The prisoner was to-day fined \$100 on the count of being in possession of the dross. In the alternative one month's hard labour is to be undergone consecutively with another six months for having the prepared stuff.

The demand for the Premium Bonds issued by the French Government has been fairly good, as far as Hongkong is concerned. The application closed at the Banque de L'Indo-Chine on the 11th instant and at the Banque Industrielle de Chine on Monday last. The exact amount of the sums applied for in Hongkong is not known, as the two French banks are reluctant to make a statement.

To-night at the City Hall the Hongkong Police Force will hold their first Ball since the outbreak of war, when it is expected that about 300 guests will be present. Music will be supplied by the Hongkong Hotel band, and the catering is also being carried out by the Hotel. The Hall has been attractively decorated, St. George's Hall being used for the dancing and St. Andrews' Hall for the supper room.

THE "PHRANANG".

TOWED INTO DOCK.

The s.s. Phranang, which has been aground on the Adamastor Rock, off Dunbell Island, was successfully got off last evening and towed into harbour. She is now in Talkoo Docks.

Not much damage was sustained, a few plates under the water line being dislodged, and she will be fit for sea again in a short time, as the job is not a big one.

GAOL SENSATION.

EVIDENCE AT THE ENQUIRY.

The enquiry into the deaths of Warder Speed and Indian Guard Harnam Singh, who were killed in Victoria Gaol early on Monday morning by four prisoners who escaped from the gaol, was adjourned yesterday afternoon until to-day.

The following formed the jury: Messrs. C. F. Statkey (foreman), F. A. Wells and J. C. dos Remedios.

After we had gone to press yesterday, Dr. McKenny, the Superintendent of the Government Civil Hospital, gave his evidence. He deposed to having admitted Harnam Singh, the deceased Indian warder, at 7 a.m. on the 15th instant. There were a number of wounds on the man's face, arms and body, and he died in the afternoon of the same day, death resulting from shock following the injuries. Witness could not say how many instruments were used in the inflicting of the wounds, but the nature of the wounds were more or less alike. One of the wounds must have been caused by a sharp and pointed instrument—probably a chisel. It looked as if the deceased received the wounds while in a standing position. His body was identified by some Indian warders of the Gaol.

Dr. W. J. Woodman, Medical Officer of the Victoria Gaol, in his evidence said that he was summoned to the gaol at 4.55 a.m. on the morning in question. On arrival he saw the body of Warder Speed lying in the gaol hospital. He dressed the wounds of the Indian guard and had him sent to the Government Civil Hospital in an ambulance. At a post-mortem examination which he held on the body of Warder Speed he discovered no fewer than 27 wounds. There was a cut four inches long which extended from the back of the head to the right ear, and several stab wounds on the right ear and face. One of these extended from the ear to the jaw. Below the eye was one large wound. On the right side of the back there was a wound of great depth. An attempt to cut the deceased's throat was apparent in the wound, four inches long, across the front of the neck. Another wound on the neck penetrated the left lung. Some of the intestines were severed by a wound penetrating the abdomen. Four other wounds were discovered on the abdomen. The back showed three more wounds of great depth. The nature of some of the wounds revealed that they had been inflicted by a long sharp instrument like the knife produced in Court. In witness's opinion death resulted from multiple wounds.

In his evidence regarding the Indian guard, whom he had mentioned in the earlier part of his evidence as being sent to Hospital, the witness said that he found injuries on the man's shoulder.

Mr. J. W. Franks, assistant Superintendent of the Gaol, deposed that he was awakened whilst sleeping in his quarters by the sound of whistles being blown, and he went to the verandah to see what was proceeding. Being informed by a servant that some prisoners had made their escape from the Gaol, he went down, and accompanied by several officers, he unlocked the prison doors and went inside. Going up the staircase to the main building, he unlocked the corridors and came across Guard Ayub Khan lying on the verandah wounded. His turban had fallen off, and his patrol-lamp was lying on the ground broken. He questioned the wounded man and as far as he could made out, the latter kept repeating that it was a policeman in plain clothes who attacked him.

In reply to a question put by one of the jurymen (Mr. F. Wells), witness said that the corridors were only dimly lighted.

Proceeding, witness deposed that the guard was in a very excited state, and he sent the officers round to see if any prisoners were missing. He was next led to the scene of the murder of Warder Speed and found him lying lifeless in the corridor some distance away from the reserve guard room. Witness went to the Chief Warders' Office and on the way made the discovery that there was no officer in charge of the condemned prisoners.

The Coroner:—How many condemned prisoners are there in the Gaol? (Witness:—Two in one cell. A guard is kept

MACAO CURRENCY.

NOTES OF SMALL DENOMINATIONS.

Macao will soon be another of the communities out East to have paper notes representing small amounts. We learn that there has recently been printed in Hongkong, to the order of the Macao Government, small paper notes of 5 cents, 10 cents and 50 cents denominations to the total value of \$750,000.

We further understand that after the Chinese New Year these small notes will be put into circulation and that the present nickel small money will be called in. The new notes are extremely well printed and artistically designed.

continuously at their door day and night.

Witness added that he went into the Reserve Guard Room and, in an inner room he found the Indian guard lying on a bed with his face dashed open and his whole person covered with blood. To witness's enquiries the guard replied indistinctly and from his words witness understood that a prisoner from Cell No. 24 had attacked him.

At this stage, Mr. J. R. Wood adjourned the enquiry until this morning.

TO-DAY'S EVIDENCE.

When the enquiry was resumed this morning, Dr. W. J. Woodman, who was recalled, said that he saw Ayab Khan, the Indian guard, at 6.20 a.m. The man had a cut on his left hand and several bruises.

Serain Singh, an Indian constable, who on that day, was on duty at the Government Civil Hospital, deposed that he acted as interpreter when Harnam Singh (the deceased warder) was questioned by Dr. McKenny. Harnam Singh said he was on duty at 4.30 a.m. at the condemned cells of the gaol, when a Chinese came up and started to stab him with a dagger. The dying man stated that he could not identify his assailant, and did not see any others.

Ayab Khan, Guard No. 8, said that together with others he relieved the guard at Wards No. F. 1, 2, and 3, which were on the ground floor. He himself was patrolling F. 1, when, at 4.14 a.m., he saw two Chinese coming down the corridor towards the Chief Warder's Office. He followed them. Whilst he was doing so two other men came up from behind and set upon him. He engaged in a struggle with one man, while the other went towards Harnam Singh (the deceased warder) who was on duty at the condemned cells. Immediately after this, the two men who went into the Chief Warder's Office came out. One of them made for him, while the other helped the man who was attacking Harnam Singh. Prisoner No. 24, whom witness could recognise as one of the men who entered the Chief Warder's office, inflicted a cut with a dagger on his hand.

In reply to His Worship's witness said that he saw Warder Speed at 4 a.m. following one of the prisoners.

Continuing, the witness said that he pressed the bell which communicated with the Superintendent's Office, and with his watch lamp he struck his man a blow. He saw Warder Speed fall at some distance from the reserve guard room. The four prisoners, who had left witness by this time, went out of the gate which was opposite to the Chief Warder's office. Witness was not certain how many alarm bells he sounded. Witness saw Harnam Singh being attacked by the prisoners and he shouted out the warning. He was not sure what Harnam Singh did. When he came up to Warder Speed, he attempted to lift him up but could not succeed. Warder Speed's condition was such that he was unable to speak. By this time Mr. Franks and other officers came in.

In reply to a question, witness said that the last time he saw Warder Speed before the fight was at 4.20 a.m., when witness saw him in the Office writing at a table.

Mr. Franks:—Witness said in his evidence that he saw Warder Speed following one of the men. When I questioned him he said Warder Speed pushed him out. It makes a difference.

Witness:—Warder Speed's hands were on the prisoner and he was pushing him.

NATIVE CLUBS.

"BOY" WHO SAID HE WAS FORCED TO JOIN.

The existence of native clubs whose membership is obtained by compulsory methods has been often mentioned by the Police lately. What was said to be the latest attempt of this character took place on Sunday when two men approached a "boy" who has been in the employ of Sgt. Major Thorne, of the Soldiers' Club, and were alleged to have attempted to force him to join the club after paying an entrance fee of \$15. A barber's shop at the Praya East was fired as the place of payment of the money. In the meantime, the "boy" informed Mr. Thorne, and the latter formed a plan of trapping the alleged blackmailers. The Police at No. 2 Police Station were also informed, and it was arranged that the "boy" should proceed with the arrangements he had come to with the men. The plan did not come off, as the men did not come to the barber's shop. Inspector Kern then gave the "boy" a whistle with instructions that he should blow it if he was further interfered with. Yesterday, it was alleged that the two men again accosted the "boy" in Wyndham Street whilst he was on his way to the Dairy Farm. The question of the entrance fee was again mentioned, and the "boy" arranged to pay it outside the gates of the Naval Yard after he had finished his business at the Dairy Farm. At the Naval Dockyard gates, the "boy" blew his whistle and one of the men was arrested. This Chinese was charged at the Police Court this morning, but as there was not sufficient evidence to support the charge of blackmail which had been brought against him, he was released.

Mr. Franks (to his Worship):—He told me that he rang the alarm bells after the prisoners had gone.

Witness:—It was during the fight that I rang the bells.

Resuming his statement, witness said the prisoners were all armed with daggers, and wore clothing of a dark colour.

Questioned by the foreman of the Jury (Mr. Statkey), witness replied that one guard came to his assistance during the struggle, from No. 1 Ward, and blew his whistle. Witness was not certain whether this guard came during the fight, but he saw him only when the fight was over. Witness also blew his whistle after ringing the alarm bells.

Mr. J. W. Franks, the Superintendent of the Gaol, in resuming his evidence, stated that the Chief Warder's office bore marks of blood and three chairs had been pushed back, as if in a struggle. He did not make a minute examination of the room but ordered the roll call, and it being reported to him that a rope had been found attached to the iron bars of a B Window, he went there and examined it. Returning to the main building, it was reported to him that four prisoners were missing from F. Ward. He proceeded to the ward and examined the cells of the escaped prisoners. They were Nos. 63, 62 and 50. In Cell 63, he found that the wood at the back of the lock had been cut away and the interior of the lock broken. A piece of wood was shown to him which he found to be part of the lock of the cell. The numbers of the escaped prisoners were 791, 850, 24, and 1785. Certain instruments which were not of the prison stock, were found in the cell. They were a tool, three chisels, a screw driver, two pieces of wood, two lengths of wire, and a bottle of paint. In cell No. 63, were found one piece of stone, a Chinese brush-pen, a piece of wood, a chisel blade, two sheets of white paper painted green, and also a badge bearing the number of the escaped man. A quantity of prison uniform which had been discarded was also found. In cell No. 50, witness found a key lying on the floor which fitted with Ward F5. A quantity of clothing was also in the room. Some prisoners employed at the tinmith shop were allowed two suits of prison uniform, and it was likely that the occupants of the cell owned the two suits of uniform which were found there. In Cell No. 62, he found a quantity of clothing and uniform.

BURGLARIES.

SUGGESTIONS FOR THEIR PREVENTION.

There is some uneasiness felt in the Colony at present as a result of the recent series of successful burglaries. On the question of how to prevent such burglaries an expression of opinion has been given us by the manager of Messrs. J. Ullman and Co. the jewellers. By a stroke of good fortune, this firm has escaped so far from the attentions of the burglar, probably the only firm of jewellers enjoying such immunity.

Asked as to the circumstances to which he attributed this immunity, Mr. Goldsmith said: "Touch wood, you never know. I am not exactly scared, but I do not feel quite at ease."

"Have you complete confidence in the Police?" queried the interviewer.

"Certainly, I have. The Police do their best to help us. They cannot do everything. In the first instance, they have to defend lives and not properties. I do not see how the Police come into this question. You just walk from, say, the Queen's Dispensary up to the American Express Company's offices, which is about 200 yards, and you will find 20 watchmen employed every night within that area. How then is it possible that robberies still occur, with 20 live watchmen about? I cannot understand why this battalion of watchmen is not properly organised. In a sporting spirit I come down sometimes at three o'clock in the morning and find, as a rule, all the watchmen sleeping at the same time. If they are awake it is by accident. They seem unconcerned when any burglaries take place at their neighbours' shops. A watchman will tell you that it is no business of his if his neighbour's store is burgled. I would suggest that these watchmen be organised so that a watchman will be a sort of night guard under Police supervision and control. If, for every ten yards there is a watchman, as at present, I think that would be sufficient as far as watching goes. The sooner these gentry are organised the better."

"What do you think about the recent burglaries?" asked the interviewer.

"That's a very hard thing to answer. Jewellers' shops have always been, in all parts of the world, an attraction to the burglar. Jewellers are at a disadvantage. As regards the recent robberies, the jewellers are not to blame, nor the police nor anybody that I am aware of."

"But how can these burglaries be prevented?"

"I can offer a few suggestions, some of which have already been applied. There should be lights in all the shops, giving an easy view from outside to inside so that person outside can see what happens inside."

"Anything else?"

"Certainly. Just pass along after 11 p.m. and go under the arcades of the shops and you will find them dark. Why do not the authorities light them? Most of the burglaries have happened under the arcades of shops. I am also of opinion that there should be policemen in uniform at night in the business quarter of the Colony. Having detectives in plain clothes prowling about at night may be all right to catch thieves, but we do not want to catch actual thieves but to prevent them from doing and thieving. Having policemen in uniform on duty in the early mornings and at night would serve to frighten the robbers and burglars away. There would also be no excuse for the watchman to say that he could see not a policeman in order to report any occurrence. Nobody should be allowed to sleep under the arcades or in the alley ways. This should be stopped immediately, whether they are watchmen or not."

"Have you ever needed the help of the Police?"

"Some two years ago I did, when I missed a padlock one morning. That was a few months before the Falconer robbery, but I have to acknowledge that the Police gave me every help and advice. One suggestion they made was to light my shop at night, which until then I did not do. In fact, I have always found the Police very hard-working and trying to do their best. It is impossible for people to sleep in their establishments. Consequently, we have to leave our stores entirely in the hands of more or less watchless watchmen."

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CORRESPONDENCE.

[To The Editor of the "Hongkong Telegraph."]

THE SHIPPING DISPUTE.

Sir,—Who is the fellow "Ajax" who has lately taken it upon himself to criticise that hard-working and badly-paid body of men, the shipping people? Is he an ordinary profiteering ship-owner, is he an ex-seafaring man who has become an owner or agent (often through influence), an enemy and renegade to his own cloth, or is he only a common ink-splasher? If he is the first, let him come forward like a man and treat his employees in a fair and upright manner; if he is the second, let him keep quiet and hide his shame. Fortune is fickle, and he may one day find himself forced to "again associate with the rejects" etc. If, however, he belongs to the third category, I would advise him to avoid mixing in disputes about which he knows nothing. "Rejects," forsooth! "Ajax," who has about as much sense as his namesake, had better follow his example and "pass out" in a similar manner.

Yours etc.

MUSTAPHA NOSQUEEZE.
Hongkong, Dec. 17, 1919.

TOO GOOD TO LOSE.

Pittsburg—Alive or dead, Charles W. Dickson didn't propose to lose two quarts of perfectly good liquor. He fell off the gangplank of a ferryboat with a bottle in each hand, and when he was hauled out of the water he still held the bottles.

"WAR SCEPTRE."

LAUNCHED AT KOWLOON.

The Hongkong and Whampoa Dock Co., Ltd., launched yesterday from their Kowloon Docks the steel single screw steamer "War Sceptre," of the "B" class two-deck standard type, built to the order of the Shipping Controller, London. The "War Sceptre" is the fourth vessel of the class to be launched by the Dock Co. Her sister ships "War Sniper," "War Bomber," and "War Trooper" have proved satisfactory on speed trials and when tested for deadweight, the latter being 8,245 tons and the average speed 11 knots per hour.

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TRAGEDY OF A GENIUS.

"W. N. P. BARBELLION" PASSES AWAY.

Since the publication in the spring of that poignant and brilliant book, "The Journal of a Disappointed Man," the identity of its author, "W. N. P. Barbellion," has been a much-discussed mystery. The secret has been well kept, and probably not more than half-a-dozen people outside the author's own family know that "Barbellion's" real name was Mr. Bruce Frederick Cummings, a young man of 31, and the victim of an incurable form of paralysis.

Recently "Barbellion's" long and terrible illness came to an end. For weeks he had lain in his cottage at Gerrard's Cross, too weak even to move his head, hoping and waiting for death. The vigorous mentality which marked his literary style remained with him to the end.

There is hardly a parallel in literary history to the tragedy of "Barbellion's" life. He had encountered a series of disappointments which would have broken the spirit of a lesser man, and the recognition of his genius was withheld from him until he was actually on his death-bed. He was the son of a West Country journalist, and developed when a boy a passionate enthusiasm for biology. Entirely unaided, he taught himself several languages in order to further his studies, and performed unaided the most delicate and difficult dissections.

His first ambition was to devote his life to science, and his joy knew no bounds when, entirely by means of his own research work, he was appointed an assistant at the British Museum. But here his health, which had never been robust, gave way completely, and soon forced him to resign. His first discovery of the gravity of his complaint was a blow which he felt more severely because he had but recently been married. He accidentally opened an unsealed letter addressed by the doctor at a recruiting office to his own medical man, and found it to be little less than a sentence of death. It was only afterwards he found out that his wife had married him knowing perfectly well that his life could only be prolonged for, at most, three or four years.

When he was about thirteen years of age, Barbellion began to keep a full diary not only of his experiments, but of his thoughts and observations on life. This diary he continued until paralysis made him no longer able to write—in all, it extended to over twenty post quarto volumes of MSS. Almost the last work he did was to arrange the extracts from this diary, which were published as "The Journal of a Disappointed Man."

The volume was a frank revelation of the "via intima" of a young man—indeed, so frank in parts was it that the publisher who originally undertook its production changed his mind, and gave Chatto and Windus the opportunity of issuing the book. Most critics greeted it enthusiastically; one or two others were almost as loud in condemnation of what they called its "moral tone." Mr. H. G. Wells wrote an introduction to it, and more than one critic declared he was the author of the whole journal. In spite of Wells' protestation that he only wished he were clever enough to be guilty of such a deception, American critics are still ascribing the work to him.

It was the frankness of his Journal which made a pen-name so necessary. There are many flashes of humour in the Journal, but the entries towards the end reflect the acute mental and bodily suffering which Barbellion underwent in the last few years. He did not expect to be alive when the book was published, and added to the last page the sentence: "Barbellion died on Dec. 31."

On the strength of this one book Barbellion was hailed by H. G. Wells, Arnold Bennett, Galsworthy, and others as one with a gift akin to genius. These tributes came to him only when he lay paralysed and useless, waiting the end. Now a collection of his earlier writings is promised for the autumn. It is characteristic of his morbid humour that the title he recently selected for this volume should be "Enjoying Life."

FIGHTING CONSUMPTION.
The Japanese Home Department has issued an ordinance for the erection of hospitals for the treatment of tuberculosis at Nagasaki and Mitoshima. The hospitals are to be completed by November next year.

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SHANGHAI & TSINGTAO	20th Dec. at 4 p.m.
MANILA, CEBU & ILOILO	30th Dec. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidst ships. Electric Light and Fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of trans-shipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to
Telephone No. 36.
Hongkong Dec. 17, 1919.
BUTTERFIELD & SWIRE.
Agents.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination Steamer Sailing

Destination	Steamer	Sailing
KOBE	Yatshing	Thur., 18th Dec. at d'light.
STRAITS & Calcutta	Chaksang	Thur., 18th Dec. at 3 p.m.
SHANGHAI via Swatow	Choysang	Fri., 19th Dec. at d'light.
MANILA	Yuersang	Fri., 19th Dec. at 3 p.m.
SHANGHAI	Kopsang	Sun., 21st Dec. at d'light.
HAIPHONG via Hoihow	Loksang	Sun., 21st Dec. at 8 a.m.
SANDAKAN	Hinsang	Sun., 21st Dec. at noon.
SINGAPORE & Penang	Fooshing	Wed., 24th Dec. at 3 p.m.
KOBE	Namsang	Tues., 30th Dec. at 5 p.m.

CALCUTTA LINE.—This line now affords regular sailings to Calcutta, Penang and Singapore returning from Calcutta steamers proceed via Swatow and Hongkong to Japan, occasionally calling at Shanghai.
All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.
SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.
MANILA LINE.—A weekly service is maintained with vessels with good passenger accommodation, sailings from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at other ports as convenient.
BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having a good accommodation for passengers.
Cross taken on through Bills of Lading for Kuantan, Jesselton, Labuan, Tawau and Labud Days calling at Wellesley and Chetumal.

For Freight or passage, apply to
Telephone No. 215.
JARDINE MATHESON & CO., LTD.
General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOOCOW AND RETURN.
(Occupying 9 to 10 days.)
Steamships. Captain Leaving.
Haichong... J. W. Evans ... FRI., 19th Dec. at 1 p.m.
Haiching... A. H. Stewart ... TUES., 23rd Dec. at 1 p.m.
Quinnebaug ... Medina ... FRI., 26th Dec. at noon.
* For Amoy Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to
Douglas Lapraik & Co.,
General Managers.

Lloyd Triestino

S.S. "AFRICA"

Beginning of February, 1920.

Excellent 1st & 2nd Class passenger accommodation.
For freight or passage apply to

DODWELL & CO., LTD.

Agents.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S. S. "IDA"

About December 24th.

Via PANAMA.

S. S. "CAPE MAY"

Late January.

Via PANAMA.

For freight space and particulars apply to:—

THE ADMIRAL LINE

AGENTS.
Telephones 2477 & 2478.
5th floor, Hotel Mandarin.

SHIPPING.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.
"BORNEO MARU" ... End of Dec. or Beg. of Jan.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"SUMATRA MARU" ... Sunday, 4th Jan.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore. "GANGES MARU" ... Friday, 19th Dec.

SAIGON, BANCK K & SINGAPORE—Regular Monthly Service. "SHISEN MARU" ... Wednesday, 31st Dec.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KUNAJIRI MARU" ... Monday, 22nd December.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
"MEXICO MARU" (Shanghai) ... Tuesday, 23rd December.
"CHICAGO MARU" (Manila) ... Saturday, 27th December.
"ARABIA MARU" (Shanghai) ... Friday, 16th Jan.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.
"AMAKUSA MARU" ... Sunday, 21st December.
TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... Thursday, 18th Dec.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

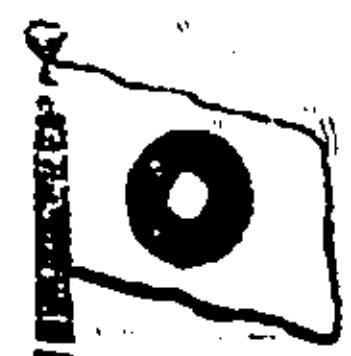
For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, CALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, SANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia.
TAIYUAN	8th Jan.	13th Jan.
CHANGSHA	2nd Feb.	7th Feb.

* For Sydney only.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 36.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

Via Shanghai, Kobe, Yokohama & Honolulu.

THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE. SAILINGS FROM HONGKONG AT NOON.

S.S. "ECUADOR" ... Wednesday, Dec. 31st.
 S.S. "COLOMBIA" ... Wednesday, Jan. 28th.
 S.S. "VENEZUELA" ... Wednesday, Feb. 25th.

ALSO

The following U.S. Shipping Board vessels

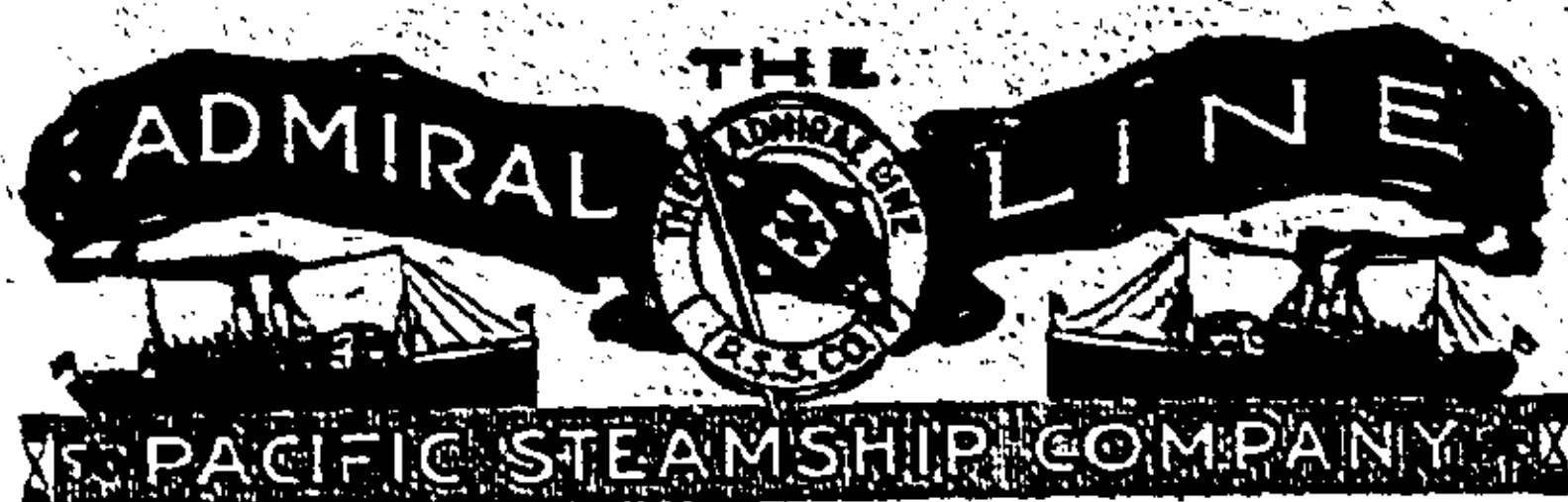
Steamers	Sails from San Francisco	Due to Sail from Hongkong
"WEST INSKIP"	Oct. 25, 1919.	Dec. 17, 1919.
"WEST CADDOA"	Oct. 30, "	Dec. 24, "
"WEST CONOB"	Nov. 1, "	Dec. 26, "
"WEST VACA"	Nov. 10, "	Jan. 3, 1920.
"WEST KADOR"	Nov. 20, "	Jan. 10, "
"WEST NERIS"	Dec. 28, "	Feb. 12, "

Cargo accepted on through bills of lading to Baltimore, Havana, Central and South American ports.

For further information apply to—

PACIFIC MAIL S.S. CO., Alexandra Building, Chater Road.
 TELEPHONE 141. Cable Address "SOLANO."

SHIPPING.



TRANS-PACIFIC FREIGHT SERVICE.
 (Operates the following U. S. Shipping Board Steamers.)

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
 (Calling at Shanghai and Kobe.)

"ELDRIDGE" ... About Dec. 18
 "EDMORE" ... Dec. 23
 "CITY OF SPOKANE" ... Jan. 5

For PORTLAND direct.

"WAWALONA" ... About December 29th.
 (Calling at Shanghai and Kobe.)

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone: 247 & 248 5th Floor, Hotel Mansions.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

STEAMER	SAILING DATE.
"HAROLD DOLLAR"	18th December.
"BESSIE DOLLAR"	15th January.
"MELVILLE DOLLAR"	5th February.
"HAROLD DOLLAR"	10th March.

FOR SAN FRANCISCO.

"WEST HEPBURN" ... 10th January.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795.
 THIRD FLOOR "792."

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & Calcutta Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:	via Suez	5th January.
"KNIGHT TEMPLAR"	via Suez	23rd January.
"CANFA"	via Suez	5th February.
"ARIOSTO"	via Suez	

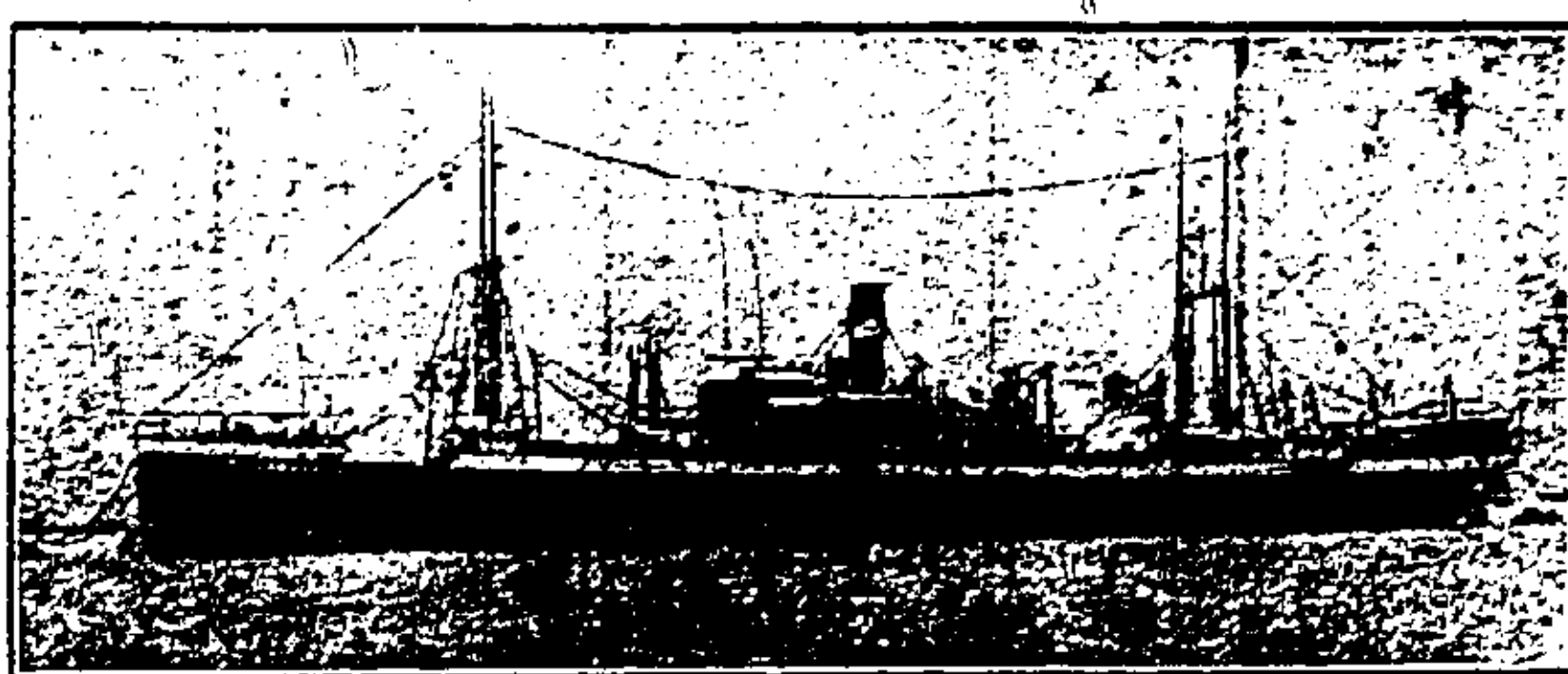
Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
 HONGKONG & CANTON REISS & CO CANTON.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjiberoet	Java	in port	21st Dec.	Shanghai
Tjimanoeck	Java	in port	2nd Jan.	Java
Tjitaroem	Japan	29th Dec.		

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

MONTHLY SERVICE BETWEEN
 NETHERLANDS INDIA, MANILA,
 HONGKONG & SAN FRANCISCO.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
 York Buildings.

Telephone No. 1574.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 26th Dec. at 3 p.m. to—

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy

For freight and passage apply to:

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

Agents.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via the Suez Canal on the 22nd Nov. and is expected here on the 29th Dec.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Sydney for this port via Manila on the 28th Nov. and is expected here on the 19th Dec.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via the Suez Canal on the 29th Nov. and is expected here on the 7th Jan.

The N.Y.K.s.s. TOYO M. No. 2 (Calcutta Line) left Calcutta for this port via Singapore on the 4th Dec. and is expected here on the 25th Dec.

The N. Y. K. s.s. TENSIN M. (Bombay Line) left Bombay for this port direct, on the 6th Dec. and is expected here on the 29th Dec.

The s.s. METHVEN arrived at Singapore on 7th Dec., leaves there 14th Dec., and is due at Hongkong on 21st Dec.

The R.M.S. MONTEAGLE left Vancouver for Hongkong, via Japan ports and Shanghai on the 24th Nov. and is due here on or about the 26th December.

The N. Y. K. s.s. KAIFUKU MARU (Calcutta Line) left Singapore for this port on the 9th Dec. and is expected here on the 18th Dec.

The China Mail s.s. NANKING arrived at San Francisco on Sunday, November 30th.

The Pacific Mail S.S. Co. is in receipt of cable advice from its Manila Office to the effect that the s.s. ECUADOR, Voyage 15-04, sailed from Yokohama for Kobe on the 12th inst.

The China Mail S.S. Co. is in receipt of a telegram from its Shanghai Office advising that the s.s. NILE sailed from that port on Monday morning and she may be expected to arrive at this port on Wednesday afternoon.

The P. & O. s.s. NOVARA left Shanghai for this port on the 15th instant at 8.30 a.m. and is due here on the 18th instant at about 6 a.m.

The following Unclaimed Telegrams are lying here—

Lewyushing, from Kobe.
 Vena, 600 Kanbotagai, from Nagasaki.
 Harthing, General Delivery, from Shanghai.

Lopeng Kwong taicheung, Queen's Road Central, from Shanghai.
 Kianshong, from Amoy.
 Yingwo, Westpoint, from Shanghai.

Keechang, from Shanghai.
 Gelpke, Care Victoria, from Kobe.
 Sinenghin, Des Voeux Central, from Amoy.

Turkaya, from Tanokuchi.
 Major Rilliero Coupon, Re-transmitted, from Yokohama, from Victoria B. C.

Katojuichi Captain, Burongan Maru, via Hongkong, from Tokohashi.
 Yuenyuehang, from Shanghai.
 Sykora, from Yokohama.

T. KRING.

Superintendent,

Hongkong, Dec. 12, 1919.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

List of Unclaimed Telegrams

lying in the E. E. Telegraph Office at Hongkong:—

Bird, from Stonyhurst.

Frimlong, from San Francisco.

Holliday, from New York.

Kolomel, from San Francisco.

Roy Smith "Kashgar" Peninsular, from Sydney.

Sieco, from Paris.

Zohakhan, Sergeant Degger Police, from Singapore.

D. de H. FARRANT,

Superintendent,

Hongkong, Dec. 11, 1919.

The N. Y. K. s.s. KEISHIN M. (Calcutta Line) left Calcutta for this port via Singapore on the 12th Dec., and is expected here on the 31st Dec.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Shanghai for this port on the 15th Dec. and is expected here on the 18th Dec.

VESSELS LOADING.

EUROPE, U.S.A., ETC.

West Inskip	P. M. Co.	Dec. 17
Tenyo M.	T. K. K.	Dec. 18
Harold D.	R. D. Co.	Dec. 18
Dilwara	P. & O.	Dec. 18
Mishima M.	N. Y. K.	Dec. 19
Monteagle	C. P. O. S.	Dec. 19
Novara	P. & O.	Dec. 19
Crevecoeur	A. L.	Dec. 20
Nile	C. M.	Dec. 20
Bravecoeur	S. & D.	Dec. 20
Kadomo	B. L.	Dec. 23
Mexico M.	O. S. K.	Dec. 23
Tango M.	N. Y. K.	Dec. 24
West Caddoa	P. M. Co.	Dec. 24
Ida M.	A. D.	Dec. 24
E. of Russia	C. P. O. S.	Dec. 25
West Conob	P. M. Co.	Dec. 25
Sado M.	N. Y. K.	Dec. 25
Van Waerwyck	J. C. J. L.	Dec. 25
Chicago M.	O. S. K.	Dec. 27
Dongola	P. & O.	Dec. 27
Edmore	A. L.	Dec. 27
Durban M.	N. Y. K.	Dec. 28
Wawilona	A. L.	Dec. 29
West Vaca	P. M. Co.	Jan. 3
Monteagle	C. P. O. S.	Jan. 3
Sumatra M.	O. S. K.	Jan. 4
Tokushima	N. Y. K.	Jan. 4
Knight Templar	B. L.	Jan. 5
Arabian Prince	S. T. Co.	Jan. 8
West Hepburn	R. D. Co.	Jan. 10
Taiyuan	B. & S.	Jan. 13
Grace D.	R. D. Co.	Jan. 15
Shinyo M.	T. K. K.	Jan. 15
Arabia M.	O. S. K.	Jan. 16
Iconium	A. L.	Jan. 20
Katori M.	N. Y. K.	Jan. 21
Siberia M.	T. K. K.	Jan. 23
Oanfa	B. L.	Jan. 23
St. Albans	P. & O.	Jan. 25
China	C. M. Co.	Jan. 31
Penang M.	N. Y. K.	B. of Jan.
Borneo M.	O. S. K.	B. of Jan.
Nikko M.	N. Y. K.	M. of Jan.
Toyama M.	N. Y. K.	M. of Jan.
Suwa M.	N. Y. K.	Feb. 2
Fersia M.	T. K. K.	Feb. 3
Aristo	B. L.	Feb. 5
Changsha	B. & S.	Feb. 7
Eastern	P. & O.	Feb. 11
Korea M.	T. K. K.	Feb. 23

JAPAN, COAST PORTS, ETC.

Kaifong	B. & S.	Dec. 17
Yatsing	J. M. Co.	Dec. 18
Chaksang	J. M. Co.	Dec. 18
Soshu M.	O. S. K.	Dec. 18
Kaifukuku M.	N. Y. K.	Dec. 18
Sunning	B. & S.	Dec. 18
Ganges M.	O. S. K.	Dec. 19
Haihong	D. L. Co.	Dec. 19
Choyang	J. M. Co.	Dec. 19
Yuenang	J. M. Co.	Dec. 19
Nikko M.	N. Y. K.	Dec. 20
Chenan	B. & S.	Dec. 20
Tjimanoeck	J. C. J. L.	Dec. 21
Dilwara	P. & O.	Dec. 21
Loksang	J. M. Co.	Dec. 21
Amakusa M.	O. S. K.	Dec. 21
Hopsang	J. M. Co.	Dec. 21
Kunajiri M.	O. S. K.	Dec. 22
Haiching	D. L. Co.	Dec. 23
Hinsang	J. M. Co.	Dec. 24
Fooshing	J. M. Co.	Dec. 24
Quinnabaug	D. L. Co.	Dec. 25
Kawachi M.	N. Y. K.	Dec. 25
Toy M.	N. Y. K.	Dec. 25
Wakamatsu M.	N. Y. K.	Dec. 28
Namsang	J. M. Co.	Dec. 30
Taming	B. & S.	Dec. 30
Dunera	P. & O.	Dec. 30
Kamo M.	N. Y. K.	Dec. 30
Tenshin M.	N. Y. K.	Dec. 30
Shisen M.	O. S. K.	Dec. 31
Tjitaroem	J. C. J. L.	Jan. 2
Aki M.	N. Y. K.	Jan. 16

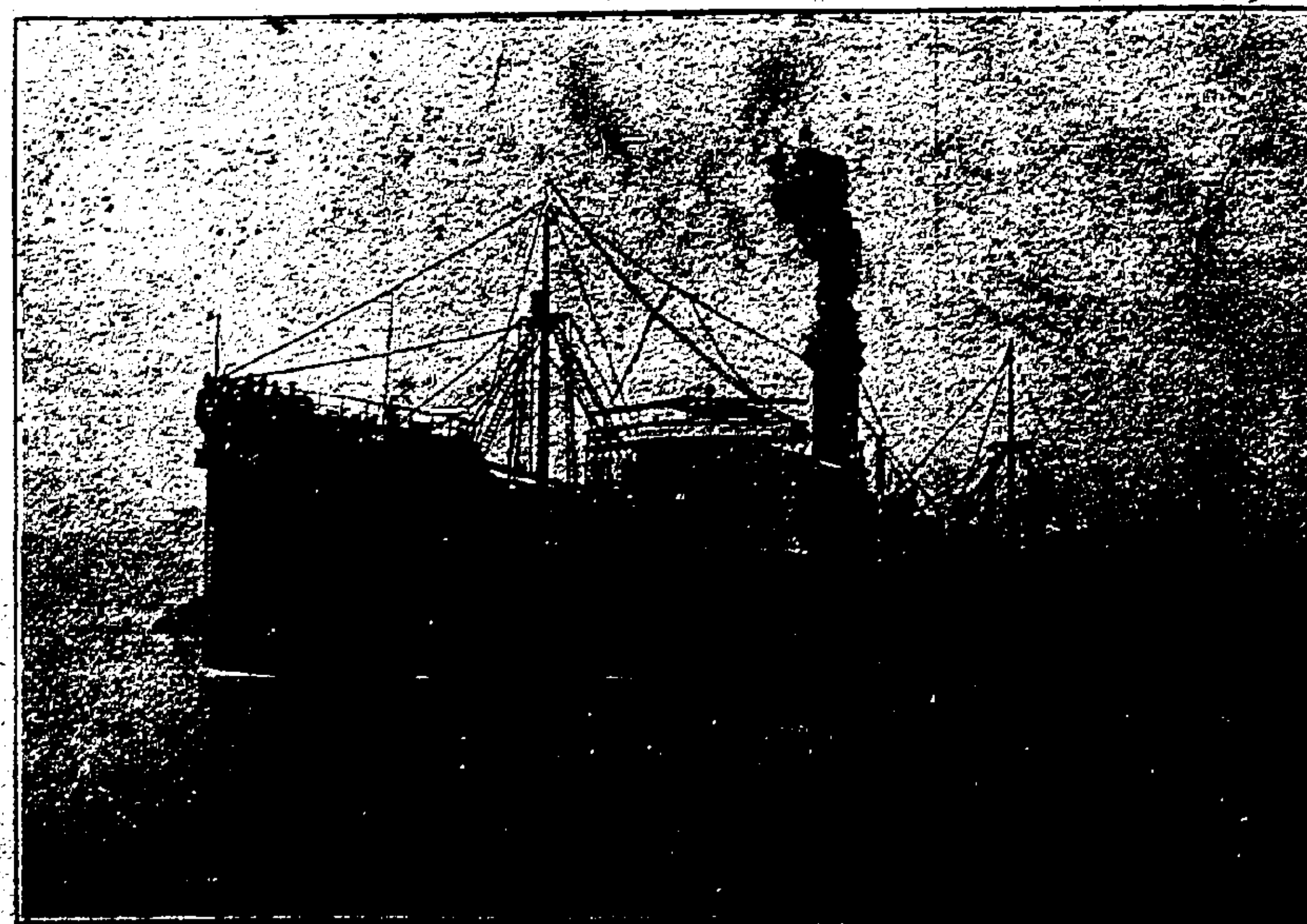
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition: Engineering, First and Second Edition; Western Union and Watkins

Dockfitters, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians



S.S. "WAR BOMBER" 3240 tons D.W. 15,193 tons gross 11,320

Built and repaired by The Hongkong & Whampoa Dock Co., Ltd., to the order of the British Government.

</

NEW ADVERTISEMENTS. VICTORIA THEATRE

Commencing
FRIDAY (19TH INST.)

HEY!

Here's a funny one.

Nothing wrong with this but the title - and that's

"ALL WRONG"

PATHE presents:
Bryant Washburn
in

"ALL WRONG"

an Extra Selected Photoplay, a joyous Five Act-Comedy Drama

One situation after another will compel yells of delight from the audience. It's a brilliantly scintillating farce comedy of the hilarious type.

See it at the

VICTORIA THEATRE.

NOTICE.

The offices and stations of the Chinese Maritime Customs for Kowloon and District will be closed to public business on Tuesday, the 23rd instant (Winter Solstice), on Thursday and Friday, the 25th and 26th instant (Christmas and Boxing Days) and on Thursday and Friday, the 1st and 2nd proximo (New Year Holidays).

T. D. MOORHEAD,
Commissioner of Chinese Customs,
Kowloon, 17th December, 1919.

NOTICE.

HONGKONG BOXING ASSOCIATION.

NOVICES COMPETITION

Entries are invited for a Novices Competition (all Weights) to be held on or about the 10th day of January, 1920 to be conducted under the Competition Rules of the National Sporting Club, subject to such variations therein as may be made by the Boxing Committee of the above Association. Weights to be N.S.C. Standard Weights.

Entries will not be accepted from any man who has (a) won any Open Novices Competition, or (b) taken part in any Contest or in any Open Competition other than one for Novices.

Entries must be made at or before 12 noon on Friday, December 19th and be addressed to the undersigned.

J. C. WILDIN,
Manager,
Imports & Exports Office,
Hongkong.

NOTICE.

HONGKONG DEFENCE CORPS.

Hongkong Rifle League.

A practice shoot for possible and probable members of the H.K.D.C. team will take place at King's Park Range on Saturday, 20th instant, commencing at 2.30 p.m.

Ammunition should be purchased at Headquarters not later than 1 p.m. on Saturday, 20th instant.

G. E. STEWART,
Captain.

Adjutant, H. K. Defence Corps,
Hongkong, 17th December, 1919.

WANTED.

WANTED.—English Lady just arrived desires engagement in any business, capable of undertaking any position of trust. Highest credentials. Apply Box 292 "Hongkong Telegraph."

G. R. NOTICE.

COLONIAL SECRETARY'S DEPARTMENT.

It is hereby notified that sealed tenders in duplicate, which should be clearly marked "Tender for Quarries" will be received at this Office until Noon on Monday the 22nd day of December, 1919, for the letting of the undermentioned Granite Quarries at Hongkong, Kowloon, and the New Territories, for one year from the 1st January, 1920.

Each tender must be accompanied by a receipt to the effect that the tenderer has deposited in the Colonial Treasury a sum as stated in the schedule hereunder opposite to each quarry, as a pledge of the bona fides of his offer, which sum shall be forfeited to the Crown, if the tenderer refuses to carry out his tender and comply with the conditions hereinafter contained, should the tender be accepted.

The Government does not bind itself to accept the highest or any tender.

Forms of tender can be obtained from the Director of Public Works.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.	Approximate Area in Acres.	Up to Crown Rent.	Deposit with tender.
Tai Tai No. 2	12.02	1,700.00	250.00
Shau Tsan No. 3 & 4	78.15	3,300.00	500.00
10 Hok Tin No. 5	8.45	1,300.00	200.00
Ma Tau Kok No. 7	6.70	1,600.00	250.00
21 Ma Tau Kok No. 8	4.50	1,200.00	200.00
Jordan Road No. 10	4.65	1,300.00	220.00
Nga Tau Kok No. 6	2.25	800.00	130.00
Nga Tau Kok No. 9	10.80	2,100.00	350.00
2, 7, 8, 10, 19, 20 & 25	3.90	200.00	35.00
Nga Tau Kok No. 11	24.56	2,500.00	410.00
U. 14, 21 & 22	16.53	500.00	80.00
Sai Tau Wai No. 1	26.44	2,500.00	410.00
4 & 15	2.10	400.00	55.00
Lymon No. 14 & 25	4.82	1,400.00	220.00
Lymon No. 16			
Fuk Tsun Heung No. 12			

(1) The tenderer for Hok Tin Quarry Lot No. 6 will also have to include in his tender the sum of \$100.00 towards the cost of constructing a wall to prevent damage to K.I.L.S. 1292 & 1223.

(2) The tenderer for Ma Tau Kok Quarry Lot No. 8 will also have to include the sum of \$100.00 towards the cost of constructing a channel to prevent damage to the Government Slaughter House at Ma Tau Kok.

PUBLIC AUCTION.

By Order of the Mortgagees Mr. Geo. P. Lammert has received instructions to sell by

Public Auction

on

WEDNESDAY

the 24th day of December, 1919 at 3 p.m. at his Sales Rooms Duddell Street, Victoria, Hongkong.

The following Leasehold properties situate at Victoria and Kowloon, Hongkong in two Lots

Lot 1 All that piece of ground situate at Victoria registered in Land Office as Inland Lot No. 345 together with the messuage thereon No. 15 Mosque Street. Term 999 years from 27th November 1849. Area 1440 square feet. Annual Crown rent \$1.24.

Lot 2 All that piece of ground situate at Kowloon Point registered in the Land Office as Section N. of Kowloon Inland Lot No. 410 together with the messuage thereon No. 22 Ashley Road, Kowloon. Term 75 years from 24th June 1882. Area 1892 1/2 square feet. Proportion of Annual Crown rent \$10.50.

For further particulars and conditions of sale apply to Messrs Johnson Stokes & Master, Prince's Building, Ice House St. Hongkong.

Solicitors for the Mortgagees or to
Geo. P. LAMMERT,
Auctioneer.

HONGKONG FUND FOR DEVASTATED FRANCE

PANSY DAY FRIDAY, 19th DECEMBER,

Street Sale of Pansies in the Morning.

GRAND MASKED BALL

at Volunteer Headquarters, Garden Road,
at 9.30 p.m.

Admission \$5.00 including

LIGHT REFRESHMENTS.

Prizes will be given for the most original dominoes.

Tickets Obtainable at Moutrie's & Hongkong Hotel.

CABARET SATURDAY, 20th DECEMBER,

at Volunteer Headquarters

TEA, TOMBOLA, THE "EVERYTHING" STALL

and the "EVERYTHING ELSE" STALL

Also continuous

VARIETY ENTERTAINMENT

including Cinema Display.

DANCING: 3 p.m. to midnight.

CABARET "DANCE FOR FRANCE."

NOTICE.

THE CHINA LIGHT & POWER CO., (1918) LTD.

Notice is hereby given that the first Ordinary General Meeting of Shareholders will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Saturday the 20th December, 1919, at 11.30 a.m. in the forenoon, for the purpose of receiving a statement of accounts and the report of the General Managers for the 14 months ending 30th September, 1919, and electing a Consulting Committee and Auditors. The Transfer Books of the Company will be closed from Monday the 15th December 1919 until Saturday the 20th December 1919, both days inclusive. SHEWAN TOMES & CO. General Managers. Hongkong, 5th December, 1919.

NOTICE.

NORTH CHINA INSURANCE CO., LTD.

NOTICE OF REMOVAL. The Office of the above Company have this day been removed to No. 3 Queen's Buildings, (Chater Road), Hongkong, 8th December, 1919.

NOTICE.

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. The Transfer Books of the Company will be closed from Saturday, the 20th December, 1919, until Monday the 29th December, 1919, both days inclusive. By Order of the Board of Directors. GIBB, LIVINGSTON & CO. Agents. Hongkong, 13th December, 1919.

NOTICE.

ROYAL HONGKONG GOLF CLUB.

Notice is hereby given that the Annual General Meeting of the Club will be held in the Board Room of Messrs Jardine Matheson & Co. Ltd. on Tuesday the 23rd December 1919 at 5.15 p.m.

(a) To receive from the Committee a report Balance Sheet and Statement of accounts for the year ended 30th September, 1919.
(b) To elect Officers and other members of the Committee in the place of the retiring members thereof.
(c) To decide on any resolution which may have been submitted to the meeting.
By order,
J. W. FRANKS,
Hon. Secretary.
Hongkong, 15th December, 1919.

NOTICE.

LADIES RECREATION CLUB.

Annual Tennis Tournament commencing on 1st January 1920. OPEN CHAMPIONSHIP. Ladies Singles—Open to Members of any Local Tennis Club. Entrance Fee \$1.

Entries must be made on or before 27th December, 1919, to

MISS MOXON,

Hon. Secretary.

Ladies Recreation Club, Hongkong, 16th December, 1919.

NOTICE.

CHINA BORNEO COMPANY LIMITED.

Notice is hereby given that an Extraordinary General Meeting of the above Company will be held at the Offices of Messrs. Gibb Livingston & Co., St. George's Buildings Victoria in the Colony of Hongkong on Monday the 29th day of December 1919 at 11 o'clock in the forenoon for the purpose of considering and, if thought fit, passing the following Resolution as an Ordinary Resolution—

1. "That the conditional agreement entered into by the Directors of the Company in the name and on behalf of the Company with Harrison and Crossfield Limited dated the 10th day of December 1919 for the sale of the undertaking property and assets of the Company as existing on the 31st day of December 1918 subject to its liabilities, for the sum of \$823,000 (Eight hundred and twenty three thousand dollars) cash which has been submitted to this meeting be and the same is hereby ratified and approved and that the Directors be and they are hereby authorised and directed to carry the same into effect with full power to assent to any modifications in the Agreement which they may think expedient and in the interest of the Company."

Copies of the above mentioned Agreement can be seen at the Registered Office of the Company St. George's Buildings, Chater Road, Victoria, aforesaid or at the offices of Messrs. Johnson Stokes & Master, the Solicitors to the Company, at Prince's Building, Ice House Street, Victoria aforesaid, at any time before the said meeting (except Saturdays and Sundays) between the hours of 11 a.m. and 4 p.m. And subject to the passing of the above Resolution to consider and, if thought fit, to pass as an Extraordinary Resolution the following.

2. "That the Company be wound up voluntarily and that Ernest Alfred Mountford Williams of the Firm of Lowe Bingham and Matthews of Chartered Bank Building Queen's Road Central, Victoria aforesaid be appointed Liquidator for the purposes of such winding up, at such remuneration as may be arranged between the said Harrison and Crossfield Limited and the Liquidator.

Should the Second Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary General Meeting to be held at the above address at twelve o'clock noon on Tuesday the 13th day of January 1920.

By Order of the Board (Sd.) GIBB LIVINGSTON & CO. Agents. Hongkong, 10th December, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Voeux Road, Hongkong. Branch: Panoff Building.

FOR THE YEAR TO COME.

Caution is important in all things. This applies to your own finances. The best way of providing for the future, freely, is by

OPENING A SAVINGS ACCOUNT WITH US.

\$1 to start.

SYSTEMATICALLY it will grow to THOUSANDS.

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MUSTARD & CO. Tel. No. 1186.

SCALES

CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES

S. S. "DOYLESTOWN."

From SHANGHAI

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., and stored at consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on December 22nd at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after December 23rd, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators, U.S. Shipping Board.

Hongkong, 16th December, 1919.

THE ADMIRAL LINE.

THE Steamship

"ELDRIDGE"

having arrived from Seattle via ports, on Dec. 16th, 1919, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Thursday 18th inst. by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Dec. 23rd, 1919 will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.

Operating Agents

U. S. Shipping Board.

5th floor, Hotel Mansion

Hongkong, 15th December, 1919.

NOTICE.

MITSUBISHI SHoji
KAISHA, LTD.

(MITSUBISHI TRADING CO.)

COAL, GENERAL IMPORTS AND EXPORTS.
SOLE PROPRIETORS OF:
TAKASHIMA, OCHI, MUTSU, KISHIKAWA,
TOSHIKAWA, KANAGAWA, KAWASAKI, SAKAI,
KANAGAWA, SHIMIZU, KAWASAKI, SAKAI,
1st OTSUBARI COAL MINES.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANAGAWA, WAKAMATSU, MOJI, KURE, KOBE, OSAKA, TSUBUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, DAIKIN, TSINANFU, HANKOW, SHANGHAI, TAIPEH, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

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Hongkong:—"IWASAKI"

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S. SAKI, Manager.

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EXCHANGE.

SELLING.

T/T	5/2
Demand	5/2 1/4
30 d/s	5/2 3/8
60 d/s	5/2 1/2
4 m/s	5/2 3/8
T/T Shanghai	Nom.
T/T Hongkong	220 1/4
T/T Japan	197 1/2
T/T India	320
Demand, India	220
T/T San Francisco	96 1/2
& New York	—
T/T Java	250
T/T Marks	Nom.
T/T France	11 1/2
Demand, Paris	—

BUYING.

4 m/s. L/C	5/4
4 m/s. D/P	5/4 1/4
6 m/s. L/C	5/4 3/8
30 d/s. Sydney and Melbourne	5/4 3/8
30 d/s. San Francisco & New York	98 1/4
4 m/s. Marks	Nom.
4 m/s. France	12 0/8
6 m/s. France	12 1/8
Demand, Germany	—
Demand, New York	96 3/8
T/T Bombay	220
Demand, Bombay	—
T/T Calcutta	220
Demand, Calcutta	—
Demand, Manila	213
Demand, Singapore	220 1/2
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	Nom.
Sovereign	3.80 Nom.
Gold leaf per Tael	31.20
Bar Silver, per oz	79 1/2
forward	77 1/4

SUBSIDIARY COINS.

DISCOUNT PER \$100:

H'kong 50 cts pieces	par.
" 10 "	\$1.50 pm.
" 5 "	\$52 pm.
Canton coins	4 pm.

EARLIER TELEGRAMS.

M. CLEMENCEAU IN LONDON.

Paris, Dec. 10.
M. Clemenceau has decided to visit London and will be three days absent from Paris. No official statement has been issued regarding the object of the visit. Paris circles point to the opening of negotiations for a new series of alliances within the scope of the League of Nations by which Great Britain, France, and possibly Italy, will enter into mutual defensive treaties. Clemenceau is also expected to raise the wide issues involved by the present financial conditions in France as the rate of exchange on London cannot continue. The Premier will try to obtain a final solution of the differences on economic questions. The policy towards Russia will be discussed on the line of a Franco-Germany and Austria. A new alliance will be discussed by which Great Britain promises aid to France in the event of an unprovoked attack by Germany.

Before leaving for the United States, Frank Polk, the American delegate, expressed optimism, saying there was no doubt Germany was going to accede to the Allies just demands. Rumania was ready to affix her signature to the Treaty and the St. Germain treaty with Hungary was ready. Thus a laborious structure of world peace is about to be achieved. Mr. Polk concluded by reiterating the love and admiration for France which are endorsed throughout the United States.—Havas.

PARIS-LONDON AEROPLANE CRASH.

Paris, Dec. 13.
The passenger who was killed in the aeroplane crash at Caterham was an American named Rand, who was President of the Marine Trust Company, Buffalo. One of his last acts was to offer half a million francs for a monument to commemorate the burial of a Battalion of Frenchmen who overwhelmed a trench at Verdun. M. Clemenceau accepted the offer.

GERMANY PREPARING TO SIGN.

Paris, Dec. 11.
Paris circles state that Germany is manifestly preparing to sign the Protocol, thus permitting the Peace Treaty to take effect.—Havas.

WORLD'S GREATEST MOTORSHIP.

London, Dec. 12.
The world's greatest motorship, the "Africa," 14,000 tons, belonging to the East Asiatic Company has been launched at Copenhagen. She has two Diesel motors, together indicating 4,500 horsepower.

S.S. CASTOR FEARED LOST.

Singapore, Dec. 15.
The owners fear that the steamer "Castor" which has not been heard of since leaving Singapore on Nov. 16th, bound for Haiphong has been lost in a Typhoon.

ALLEGED CONTEMPT OF COURT.

LOCAL NEWSPAPER IN TROUBLE.

On Saturday morning, Mr. G. W. C. Burnett, the editor of the *China Mail*, will appear at the Supreme Court on a writ for alleged contempt of Court.

Before Sir William Rees Davies, K.C., at the Supreme Court this morning, an application was made by the Hon. Attorney General (Mr. J. H. Kemp) that the editor of the *China Mail* be ordered to attend at the Court for alleged contempt. The official document stated:—"In the matter of Rex v. Ma Yue-hing, in the Police Court on 10th December, before Mr. J. R. Wood, in which prisoner was committed for trial at the Criminal Sessions of this Court to be held in January on a charge of uttering certain forged promissory notes with intent to defraud; and in the matter of an application by the Attorney-General on behalf of the Crown that an order be issued on George William Cade Burnett, of 3, Wyndham Street, ordering him to appear before this Court in respect of articles that appeared in the *China Mail* on 11th December, 1919, calculated to prejudice the trial of the above named prisoner."

Mr. Kemp stated that this was an *ex parte* application, and that he was

appearing on behalf of the Crown, for an order to be issued directing Mr. Burnett, the Editor of the *China Mail*, to appear before that Court to answer for alleged contempt of Court, committed by the publication in the *China Mail* newspaper of certain paragraphs commenting on a Police Court case which the Crown would say, constituted a contempt of Court and which were calculated to prejudice the trial of the case. There were two affidavits on the file.

Mr. Kemp went on to state that one of the affidavits was by a Chinese clerk in the Crown Solicitor's office which merely proved that on December 13 he purchased a copy of the *China Mail*, dated December 11, at the *China Mail*'s office in Wyndham Street. The other affidavit, by the Crown Solicitor, stated that the paragraphs complained of were under the heading of "Adversaria" on page 4 and that they purported to relate to a case in which a certain prisoner was committed for trial by the Police Magistrate. Such paragraphs commented on the conduct of the Police Magistrate in committing the said defendant for trial and were calculated to prejudice the trial at the Criminal Sessions. The said newspaper was printed and published by Mr. G. W. C. Burnett, as stated in a note on page 10 of the paper.

Mr. Kemp went on to point out that they were asking for an order on the ground that the contempt consisted of something calculated to prejudice the trial. He asked his Lordship

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FRENCH FIRM, ESTABLISHED 1860.

We sell most of our goods on the Sterling basis.

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WATCHES--JEWELLERY--DIAMONDS

BACCARAT'S FRENCH CUTGLASS & ONLY BACCARAT'S SILVERWARE

POPULAR PRICES

ENGLAND TO AUSTRALIA

CAPT. ROSS SMITH INSISTED ON HAVING

'SHELL'

SO HE GOT THERE.

THE SINCERE COMPANY, LTD.

NEW ARRIVALS

Woollen Underwear

Travelling Rugs

Leather & Woollen Gloves

Football Stockings

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Just to hand: RIGS & CARPETS.

HOP CHEONG 55, Queen's Rd. Central.

High-class Furniture Manufacturers, Upholsters, House-Painters, Removal Contractors, Expert Packers, etc.

for an order directing Mr. Burnett to appear and suggested that the order be made returnable on Saturday morning next, if convenient.

His Lordship:—I understand that the Magistrate has committed this case and that the comment in the newspaper appeared subsequent to the committal?—Yes, my Lord.

His Lordship asked to see the paragraph complained of, and the Attorney General further stated that the paragraphs discussed the case and argued about the decision of the Magistrate and that the evidence did not justify a conviction.

That was the suggestion, and it pressing any opinion at this stage, was that that was calculated to

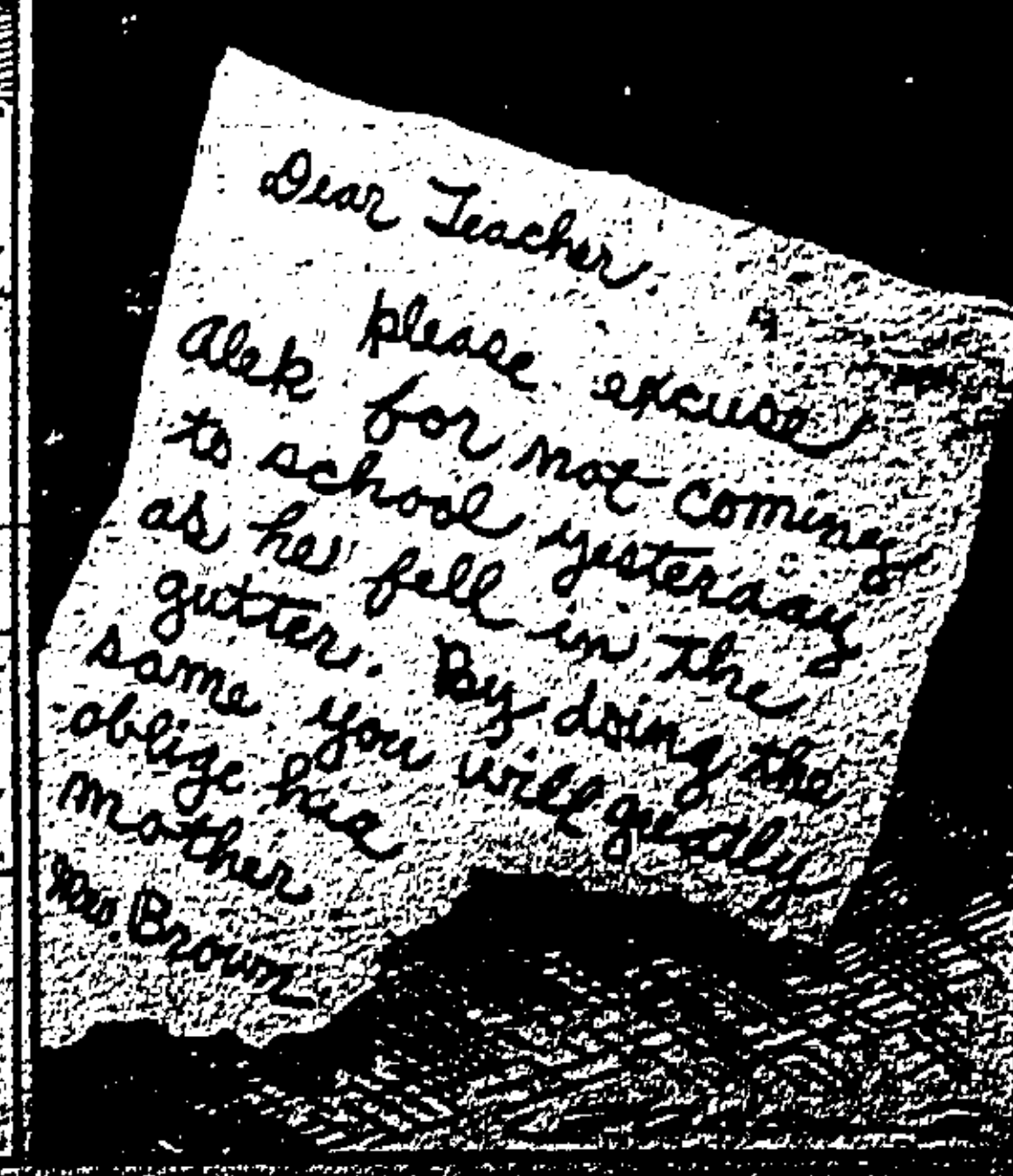
prejudice the trial. It was not comment on a case finished and done with; it was comment on a pending case.

His Lordship, having read the paragraphs, said:—Without expressing any opinion at this stage, you can take a *rule nisi*. I will make the rule returnable on Saturday morning at 10.30, and I shall ask Mr. Justice Gompertz to sit with me. The process of the Court should be served forthwith.

FRECKLES AND HIS FRIENDS

That Wasn't What He Meant!

BY BLOSSER



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QUALITY

Prospity Moderate Price

Our reputation has been built up on the above three essentials and we are constantly watching for improvement in order to keep up good services to our patrons.

ALL 2014 at 101, Victoria St.



HER PAGE



NEW DESIGNS FOR SMALL PEOPLE.



Never have fashions for little people been so attractive as they are this season.

Two extremely dainty dresses for very small girls are shown in our sketch. The ruffled one is fashioned of pale pink organdie, each ruffle rolled and whipped in a deeper shade. The yoke is hand smocked, while narrow bands of black velvet ending in rosettes over each ear bind the hair in place.

Another party frock is designed of white dimity flowered in a Dresden pattern of pale blue and yellow. A blue sash of soft ribbon slips under the box plaits which run to the yoke both back and front. The yoke is finished in a long and short stitch of blue floss, and the cut-out medallion flowers are whipped on one corner of the yoke and one plait of the skirt with the same. The hair bandeau matches the sash.

Both the above dresses are for children of about five years. For an older child is the kindergarten dress of combined plain and plaid materials. This very simple, little frock has the advantage of using two contrasting materials.

The Peterkin suit for a very small boy has blue linen trousers and a little white blouse whose collars and cuffs are embroidered in blue to match and finished with narrow ruffles.

The other wee frock is for a little tot and is made of plain coloured dimity with shoulder ruffles, shirred pockets and sash of white dimity.

Designs of the Moment.

Two different *lignes* have actually an equal share of popularity in present day fashions, but the *gros des hanches* (full on the hips) which we half expected to take the lead this season, if only for a change, will simply be an exception when the firstborn models have somewhat thinned down, which they are in the process of doing. Few women can stand excessive broadening below the waist-line; on the contrary, they all want to be so thin as to almost look skinny; and that is why, unless they are very young, they are not particularly anxious to adopt either *vertugade* or *crinoline*. A rather new effect is that of an irregular *bourdonne* below the waist.

Au Revi in the morning, now that the golden and ruddy leaves are strewn the paths, making a rustling carpet underfoot women are dressed in harmony with Nature. *Bure* dresses of a golden brown mix with rusty brown *tailleurs de retour de laine*, jerkins of fawn leather and coats of chestnut coloured *buracotta*—all the shades of autumn leaves, from the gold of the chestnut to the deep blush of the Virginia creeper, are displayed in becoming fashion, all suiting dark and fair alike. *Ensembles* of such colour schemes are very smart indeed, and the small hat of pheasant feathers, draped in the flimsy folds of a tulle veil constitutes the most fashionable finishing touch.

In the collections of early August we saw all sorts of different styles—Medieval Louis XIII, Chinese, Persian and Second Empire. Many of these models were good, but no Parisian would ever think of wearing some of the others. Except for the evening, and even then on exceptional occasions, we shall not wear very full gowns stiffened with thin wires. Some women, in order to follow what is one of the two tendencies of the present fashion, will wear flounces and *panniers* over a straight satin sheath; but much more numerous are the supporters of the straight gown. The latter is not as straight as it used to be last winter; that is to say, it will have a few gathers, a few *godets* or a few plaits at the sides, but on the whole our skirts will remain narrow at the hem; and a sure sign that they will is that the cape, which is the standard coat of the season, is much narrower than it was last season. I must say that I also saw, thrown over robes a dainty cape made of deep silver lace and gray silk flounces fixed on to a silk muslin foundation, through which you could see the skin of your lining.

I have also seen in one of the most successful collections a sort of Venetian cloak for evening wear made like a very full cape of black satin gathered round the neck; the fullness is again gathered at the bottom, the edge being turned up inside and fixed on to a shorter lining so as to give a *bourdonne* effect; the said lining is of ermine throughout. Given the prices mere cat and rabbit fur reach, you can well imagine that such a cloak is worth a small fortune. But except for a few evening cloaks, big coats are generally narrow, and the cape with a sort of yoke closely fitting the shoulders, very much in the manner of the cashmere round cloaks lined with *menicere* which our grandmothers used to wear. All coats are inspired from the cape. Some hang straight with just a slit for passing the hand and forearm through; others show an embryo sleeve which is rather a sort of fur cuff hemming the before mentioned slit; others still are of a very peculiar shape—they bulge out from shoulder to waist in a way suggestive of penguins' rudimentary wings. This effect is obtained by means of a special cut and the help of *pinces*. They are reminiscent of the cloaks called *visites* that were worn about 1875; the new ones go by the name of *jupes*.

The linings of cloaks and coats are often more sumptuous than the outside, and this *recherche* style is one of fashion's exquisite refinements. A coat of *bleu peau de loutre*—this new *retours de laine* so very soft and warm—is, for instance, lined with *astare* of the same *bleu corbeau* shade as the *peau de loutre*, and trimmed with bands of *vert scarabee* embroidery alternating with *plis religieuses* of blue muslin. A cape of black satin reveals a white satin lining striped with seal-skin; another, of *tulle velvet*, shows a black satin lining adorned with the same embroidery and braids as the gown it is thrown over.

Much refreshed after a long camporated rest of over three-quarters of a century, our great-grandmother's figured shawls are coming to their own again; they make very smart linings. I saw one of those shawls lining a black satin cloak; and its beautifully coloured designs were a gorgeous surprise when the cloak opened.

For those who are not the lucky possessors of any real old shawls, there is a cashmere material provided by thoughtful manufacturers which the fashion of the year and a half ago has named *shawl*. It was a shawl of foundation, through which you could see the skin of your lining.

it was trimmed with jade green, and was very smart indeed. Duvelines and *djersalors*, printed with designs, copied from Chinese or Indian documents also make very effective linings for capes.

Lining, as may be well understood, is great importance where capes are concerned, for this kind of coat is not worn tightly fastened from neck to hem, so that the lining shows a great deal. Its success is mostly due to the way in which the wearer drapes its folds round her figure, and no pin or stitch could ever fix such folds satisfactorily and securely.

At Jenny's show were seen two cloaks made of bright chestnut Teddy Bear cloth of a silky effect. Both were capes, one provided with a sort of semi-sleeve, the other made like a wide square blanket or travelling rug, folded over the shoulders for evening wear. Another description, which sounds incongruous, but nothing could truly describe its magnificence, lined as it was with splendid gold and dark brown tissue, and held at the throat with long gold and russet cords and tassels.

Evening gowns for the *jeune fille* are all simple. A mere fluted, short skirt ruffled and frilled with same—a fluted bodice with puffed sleeves or with crossed *fichu* and short plain sleeves—and the flower-sash in all the colours of all roses. Sometimes a little frilling of net of the same tone as the gown appears at neck and sleeves—sometimes a plain frilled *fichu* of soft muslin. But everything is perfectly finished, every detail well considered, even though it be of a most subtle simplicity.

AFTER DINNER COFFEE.

A little variety in the usual after-dinner coffee may be supplied by placing three tablespoonfuls of sugar in a saucepan and allowing them to brown slowly and when almost black by adding a cup of water. It is allowed to simmer until all the sugar is dissolved and then poured over a filter or drip filled with two cups of finely ground coffee. Three pints of boiling water should be added slowly. This after-dinner coffee should be served with cream and sugar.

A HINT FOR THE JUMPER KNITTER.

Many girls who knit their own jumpers wonder why their work fails to have that professional appearance which distinguishes all the expensive bought jumpers. The secret is to wait until the knitting is finished when it is finished. The jumper seems all right, but when it is taken off the needles and laid flat, it is found to be all wrong. The reason is that the jumper is not knitted with the proper tension. The jumper should be knitted with a tension that will allow it to lie flat when it is finished. The jumper should be knitted with a tension that will allow it to lie flat when it is finished.

SMART SUIT.



A deep collar and equally deep cuffs of mink are the dominant note in this winter suit. Blue duvelyn, of a shade not dark, yet not too strikingly bright, is fashioned into an all-enveloping suit of service and style combined. Skirt and coat have straight lines, but the plainness of the coat is that of the tunic outline. Reaching almost to the knees, the coat has a high waist line, plain in the back and gathered slightly in the front under a narrow sash of the material. The ends of the sash are tipped with mink. The sleeves are tight and the coat fastens under the arm and down the side in a row of deep blue buttons.

THE MEDICI COLLAR.

The Medici collar, is growing so rapidly in popularity that the dressmaker can hardly have enough of it, and there is a novelty which may or may not in time run it close as regards popularity. This is the double Toby frill of snow white gaufered lawn, which is attached to the morning or afternoon gown with good effect and with a certain amount of originality nowadays, that is another novel item is the belt, or suggestion of a belt, formed of a single row of big carved semi-precious stones, corallines being perhaps the favourites in this connection. It is introduced about where the waist would be, and is often the only additional decoration seen on the skirt.

MEN'S SPORTS FOR WOMEN.

IS BOXING TOO UNLADY-LIKE?

The question of whether boxing is a suitable sport for women is now being much discussed in London. Women go in for almost every other form of sport. Why should they not take up boxing if they wish to? ask some people—those of a very "sporting" disposition. "It is decidedly unsuitable and cannot be really enjoyed by a woman," is the contrary and certainly far more general opinion.

Women are indeed showing a keen interest in the boxing boom, which, due partly to the fact that boxing was a constant Army exercise, is now taking place, and their presence at contests is often noted. Whether they will eventually adopt the sport themselves is uncertain.

The opinion of Mr. C.B. Cochran, who is keenly interested in boxing and is promoting many big contests, is not favourable to women becoming boxers, but he thinks there should be no objection to their watching matches. "I do not believe," he said, "in boxing as a sport in which women should participate, but I quite appreciate their admiration of men's prowess in this direction."

As regard women's ideas on the subject, the opinion of the majority is voiced by Mlle. Delysia. The famous actress, who herself possesses such a splendid physique, admires, like most healthy women do, the sport as a sport for men; but for women she thinks that fencing provides an excellent substitute.

Boxing is quite good for women from the point of view of exercise," said the proprietor of a West-end gymnasium, "it brings all the muscles into play—particularly those of the arms, neck, and shoulders—the continual advancing and retreating makes for lissomeness, and at the same time quick working of the brain is necessary. But I do not think that ladies will ever take up boxing as a sport. A few years ago one or two champion lady boxers were to be seen on the music-hall stage, but probably they will not be seen again."

"During the war I taught boxing to a few ladies, but that was solely for simple exhibition purposes. Two ladies, for instance, were taking boy's parts in a play to be performed at hospitals, and came to me for a little instruction in boxing so as to be able to do a bout properly on the stage."

"Though the science of the 'noble art' is the same for women as for men; an instructor when teaching women employs far gentler methods. For instance, when the pupil has not defended herself properly, he will give only a light tap, say, on her cheek, instead of a regular blow."

Ladies, chiefly sporting women, are certainly very interested in boxing at present, but they go to watch contests with their menfolk, who explain to them the methods employed so it is not necessary for them to have instruction themselves in order to follow a match intelligently."

But though from most points of view boxing is not considered a suitable sport for women, it is certainly found to be beneficial to the development, both mental and physical, of children. Little boys, of quite tender years, through a course of boxing, learn the spirit of give and take, and the right manner, from a mental, no less than a defensive, standpoint of taking a blow. One little boy of seven, the son of a sporting father, was so nervous at first that the instructor had to use all his powers of persuasion. Gradually the child lost his nervousness, and grew to like the sport.

Boxing is, therefore, good for the temperament of young people, as well as for developing their muscles, and on that account there seems no reason why little girls should not participate in it, to a certain extent, as well as their boys.

PERSONALITY COIFFURES.



Effective Coiffure for Evening.

EXERCISES FOR THE HAIR AND SKIN.

SALT AS AN INVIGORATOR.

Modern life has so intensified the demands made upon women that, together with the mental and emotional strain imposed by the war, women are showing signs of age earlier than they did some five years ago.

To avoid signs of age in youth care must be taken first and foremost of the digestion. You cannot have digestion troubles and expect to have a healthy head of hair or a rose leaf complexion. And the two go together. The hair and the skin are barometers of digestive health.

The second thing is exercise. General physical exercise, of course, but hair and facial exercise in particular.

This exercise should be administered just before retiring. When the hair is being dressed for the night the woman who cares anything about her looks will run the blunt tips of her fingers through her hair a dozen to two dozen times, rubbing her scalp vigorously. Once a week dip the fingers

into a strong solution of salt and water before massaging the scalp. There is no need to wet the hair very much when doing this. The idea is to massage the solution into the scalp to such an extent that most of the excess moisture can be absorbed by a rub or two with a rough Turkish towel. The loose salt will brush out in the morning. Salt is a known invigorator and for this reason is beneficial to the hair.

To exercise the face massage nightly with a rough towel after a face bath in tepid water in which bran has been stirred. The friction keeps the blood near the surface (blood is the best "skin food" in the world), while the bran water is an antidote for any roughness or hardness of the skin that is the natural result from even the most ordinary exposure.

HOT AND COLD.

Women really are the most unaccountable creatures. They wake up to a very cold morning, dig out last year's furs or fur coat, and sally forth swaddled to the eyes. Yet it doesn't occur to them that the thinnest of silk stockings will be cold comfort at the other end.

A VOLUNTEER WORKER.



Lady Drogheda, one of the most beautiful women in the country, who has been driving a motor ambulance for the Food Administration during the war, and is now a volunteer worker for the Food Administration.

NOTICES.

THE LEADER.



FROM ALL TOBACCO STORES.

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

G. R. NOTICE

Attention is drawn to the fact that, under the Army Act, a soldier cannot be placed under stoppages of pay for a private debt. Tradesmen and others, who suffer soldiers to contract debts, do so at their own risk.

C. LESLIE-SMITH,
Major,
D.A.A. & Q.M.G.
CHINA COMMAND.
Hongkong, 15th December, 1919.

FOR YOUR SAFETY
Watch
your
WATCHMAN,
OUR
Tell-Tale-Clock
sees all, knows all
and never sleeps!
STOCKED BY
J. ULLMANN & CO.

HONGKONG HOTEL.

GREAT SUCCESS OF THE
CLEVER ENTERTAINERS
AILEEN AND DORIS WOODS
WHO WILL APPEAR AGAIN
at the
TEA DANSANT
on
THURSDAY, 18th, Dec., 1919.
Entrance to Dance Room 3/-
Hotel Residents 1/-
J. H. TAGGART,
Manager.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on
Thursday the 18th Dec., 1919,
commencing at 11 a.m.
at his Sales Rooms, Duddell Street.
A Selection of Fine Mechanical Toys.
Terms: Cash on delivery.
Geo. P. LAMMERT
Auctioneer.

SHIPPING.

VESSELS ARRIVED.

The s.s. TELEMACHUS, brought yesterday a general cargo of 16,000 tons from Saigon. She also carried 280 deck passengers. Mooring, B 11.
The DILWARA, arrived from Shanghai this morning with 750 tons for Hongkong and 250 tons of through cargo. Mooring, A 21.
From Kobe the CHAKSANG, an Indo-China vessel, consigned on-day 2,100 tons from Kobe.
From Liverpool via Singapore the B. and S. boat TERRISIAS, brought last evening 638 tons of merchandise for Hongkong and 5,678 tons of through cargo, also 106 bags of mail. Mooring, Holt's Wharf.
The U.S. Shipping Board DOYLESTOWN, consigned to the Pacific Mail Steamship Co., delivered here 580 tons of cargo from Shanghai. Mooring, Kowloon Wharf.
Another U.S. Shipping Board vessel, the ELDRIDGE, consigned to the Admiral Line, came into port yesterday with 2,500 tons through and 900 tons direct cargo, from Seattle via Shanghai. Mooring, Kowloon Wharf.
The HWAH WU, a Chinese-owned boat, arrived yesterday with 139 tons of beer, porcelain, tea and copper, and 129 tons of tinplate, copper ingots, etc., from Mo. Her local agents are the N.Y.K.
Coal to the extent of over 800 tons was consigned here by the G. S. K. vessel, AMAMURA MARU, this morning. Mooring, G.S.K. Wharf.

POST OFFICE.

A direct exchange of Money Orders with the Republic of China will come into operation on and after the 1st January 1920.

The Money Order Service with the Philippine Islands will be resumed on the 1st Jan. 1920.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

U.S.A., Japan & Shanghai—Per NILE, 17th Dec.
Shanghai—Per MISHIMA M., 18th Dec.
Straits—Per KAIFUKU M., 18th Dec.
Shanghai—Per NOVARA, 18th Dec.
Australia and Manila—Per NIKKO M., 19th Dec.
Shanghai—Per SUIYANG, 19th Dec.

OUTWARD MAILS.

TO-MORROW.

Singapore, Amoy and Formosa via Takao—Per SOSHU MARU, 18th Dec., 8 a.m.
Macao—Per SUI TAI, 18th Dec., 8.30 a.m.
Haiphong—Per HANYANG, 18th Dec., 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Bombay and Aden—Per DILWARA, 18th Dec., Reg. 9.15 a.m. Letters 10 a.m.
Shanghai, North China & Japan via Nagasaki, Honolulu, Canada, United States, Central & South America and EUROPE VIA SAN FRANCISCO—Per TENYO MARU, 18th Dec., Reg. 9.45 a.m. Letters 10.30 a.m.
Singapore and Bangkok—Per CHIL-DAK, 18th Dec., 2 p.m.
Singapore—Per DOYLESTOWN, 18th Dec., 3 p.m.
Macao—Per CHIL-DAK, 18th Dec., 4.30 p.m.

TO-DAY'S SHARE QUOTATIONS.

OFFICIAL PRICES.

Banks.	
H.K. & S. Banks b.	\$520
Marine Insurances.	
Cantons n.	400
North Chinas s.	170
Unions n.	185
Yangtzees n.	260
Far Easterns n.	22
Fire Insurances.	
China Fires n.	138
H. K. Fires s.	330
Shipping.	
Douglases n.	90
Steamboats n.	22
Indos (Prof.) n.	20
Indos (Def.) s.	235
Shells n.	210
Ferries s.	31
Refineries.	
Sugars b.	201
Malabons n.	44
Mining.	
Kailans b.	90
Langkats b.	14
Shanghai Loans b.	14
Shai Explorations s.	2
Raubs b.	42/6
Tronohs n.	45
Ural Caspians n.	45
Docks, Wharves, Godowns, &c.	
H.K. Wharves s.	95
K. Docks n.	175
Shai Docks n.	120
N. Engineerings n.	27
Lands, Hotels & Buildings.	
Centrals n.	109 1/2
H.K. Hotels s.	110
L. Invest. s.	118
H. phreys Est. s.	8 1/2
K'loon Lands b.	46
L. Reclamations s.	150 1/2
West Points b. 80 s.	90
Cotton Mills.	
Ewoa b.	650
Kung Yiks n.	50
Lau Kung Mows n.	300
Orientalis n.	320
Shai Cottons n.	280
Yangtzepeeps n.	31
Miscellaneous.	
Cements b.	680
China Borneos b.	15
Do. Light b. 7.60 sa.	5.60
China Providents s.	8
Dairy Farms n.	22 1/2
Electrics H.K. b.	83
Electrics Macao n.	34
Hongkong Ropes s.	29
Hk. Tramways s.	7.70
Peak Trams, old s.	7
Do. new n.	80 cts.
Steam Laundries b.	3 1/4
Steel Foundries n.	10
Water-boats b.	12
Watsons s.	53 1/2
Wm. Powells b.	12
Wisemans b.	27 1/2

Hongkong, Dec. 17, 1919.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL.

(To be opened 1st January, 1920.)

J. H. TAGGART,
Manager.

THE CARLTON HOTEL.

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

ICE HOUSE STREET.

Under American Management.
Nice and quiet yet only a few minutes' walk from the Banks and Central District. 45 Bedrooms. Excellent Cuisine. Scrupulously Clean. Moderate Terms. Monthly and Family Rates on application to the Proprietor.
Hotel Launch Meets All Steamers.
Telephone 812. MRS. F. E. CAMERON.

THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.
15 MINUTES FROM LANDING STAGE.
UNDER THE MANAGEMENT OF
MRS. BLAIR.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telegraphic Address: "VICTORIA"
J. WICKELL,
Manager.

ENTERTAINMENTS.

THE VICTORIA

TO-NIGHT! 9.15 p.m. TO-NIGHT!

"The TIGER'S TRAIL"

Episode No. 13

"THE FALSE IDOL"

Episode No. 14

"AT THE PISTOL'S POINT."

HAROLD LLOYD

"HERE COMES THE GIRL"

TO-DAY'S MATINEE:

WILLIAM FOX Presents
DOROTHY BERNARD in "SINS OF MEN"
HAROLD LLOYD in "SWAT THE CROOK"

THE CORONET

TO-NIGHT! TO-NIGHT!!
at 5.15 & 9.15 p.m.

A superproduction that comes as an ordinary picture.

METRO'S

SIX PART WONDERPLAY

"THE VOICE OF CONSCIENCE"

FRANCIS X. BUSHMAN and BEVERLY BAYNE
in "THE VOICE OF CONSCIENCE"

FEATURING

FRANCIS X BOSHMAN

AND

BEVERLY BAYNE

AISO

The Fine CHRISTIE Comedy

"THE FOURTEENTH MAN"

Usual Prices. Booking at ROBINSON'S.

HOTELS.

KINGSLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co. General Agents
Are resident Managers.

EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.

THE PREMIER HOTEL. FINEST SITUATION.
EXCELLENT CUISINE.

ARTHUR E. ODELL

(Late Grand Hotel, Southcliffe, England and Royal Palace Hotel, London, W.)

Printed and Published for the Proprietor, by Charles Wilson, at 11, Ice House Street, in the City of Victoria.